RAILROAD MAGAZINE

APRIL, 1966

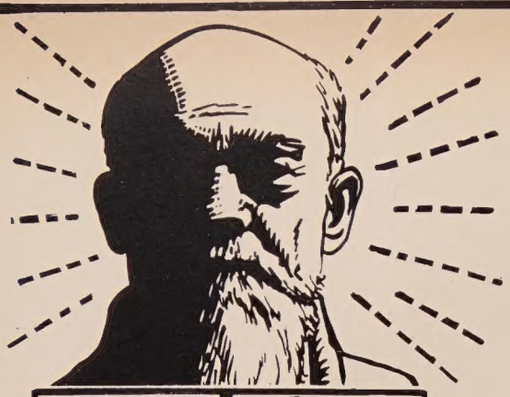
50¢

THE GIRL IN THE ZULU CAR

by Harold Titus

STEAM LOCOMOTIVE NICKNAMES

by Frederick Westing



WHO IS THIS MAN?

This is the 80 year old SENSEI who is credited as the founder of the present form of AIKIDO. Although slightly built, and just over five feet tall, he recently exhibited his skill by overcoming twelve opponents at once. All of these opponents were more than forty-five years younger, and half of them were Judo and Karate BLACK BELT holders. Some were Kendo experts armed with wooden sticks. As these men attacked the MASTER, they discovered it was practically impossible to touch him. When he finally permitted some of them to grasp him, an effortless "FLICK-OF-THE-WRIST" sent them spinning through the air. IF THIS HAD BEEN ACTUAL COMBAT, THE MASTER COULD HAVE EASILY DESTROYED EACH OF THESE HIGHLY TRAINED FIGHTERS.

WHAT THIS MEANS TO YOU!

Now, regardless of your size, strength, or build, you can protect yourself and your loved ones against any odds by mastering the invincible POWER OF AIKIDO. NOW, YOU NEED NEVER BE AFRAID AGAIN . . . sometimes the fear of being humiliated and physically beaten can be more damaging than the beating itself . . . through the POWER OF AIKIDO you will learn, quickly and easily, to overcome this fear and completely CONTROL any situation.

COMPLETE . . . Nothing Else to Buy!

The POWER OF AIKIDO comes to you complete . . . there is nothing else to buy. You do not need equipment or dummies in order to practice. The step-by-step, action illustrations guide you carefully through the entire course, constantly teaching, explaining, and showing you how to apply the unbeatable POWER OF AIKIDO. Now you can forget any other method of fighting you ever learned, because ONLY AIKIDO is unbeatable.

This complete new course in the POWER OF AIKIDO was originally designed for a small, select group of self-defense experts. However, because of the increasing crime rate, and brutal mugging attacks which have made our parks and streets unsafe for decent people, the POWER OF AIKIDO is now available to YOU. You must feel that the POWER OF AIKIDO has made a CONFIDENT, NEW MAN out of you . . . you must feel that the POWER OF AIKIDO is as unbeatable and easy to learn as I say it is or it costs you absolutely nothing. Don't even bother returning the book . . . just tear off the front cover and mail it back for a full refund of your purchase price. I'll take your word for it. THIS EDITION IS LIMITED! MAIL THE ORDER-FORM NOW!

Law Enforcement Agencies: Write for quantity discounts on official letterhead.

"I'll give you the SECRET POWER OF AIKIDO* the PHYSICAL-MENTAL FIGHTING POWER of the Orient . . . which requires no strength yet instantly destroys any attack WITHOUT BODILY CONTACT!"

*Pronounced I-Key-Doe

This fantastic method of Oriental PHYSIO-MENTAL FIGHTING POWER has existed in secret for centuries. Because it is unbeatable; because of its amazing power to disable and destroy; and because there is no counter against an Aikido technique, it has been quietly withheld from the general public. Now, the devastating methods of AIKIDO are revealed to you in English, by an expert who dares teach you at his risk!

NOW, IF YOU CAN READ, YOU CAN MASTER THE THEORY OF THIS UNBEATABLE "FLICK-OF-THE-WRIST" TECHNIQUE!

WHAT IS AIKIDO ?

Aikido is the most powerful form of attack and defense in existence. It is faster and more effective than Karate or Judo, and easier to learn. Even armed Kendo or fencing experts will avoid combat with an Aikido master, because they know that Aikido is unbeatable. With even a basic knowledge of this fantastic theory, learned quickly and easily in your own home, you will be able to overcome and beat four, and even five hoodlums, professional fighters, and even Judo and Karate experts. In studying this new and heavily illustrated book, you will immediately understand how to send any attacker spinning through the air, crash another into the ground, disarm and disable two or three more . . . all without "working up a lather."

WHY IS AIKIDO DIFFERENT?

THE ESSENCE OF AIKIDO POWER LIES IN ITS ABILITY TO OVERCOME YOUR ATTACKERS WITHOUT BODILY CONTACT. NOT ONLY IS THIS POSSIBLE, IT IS BEING PRACTICED AT THIS VERY MOMENT IN CERTAIN PARTS OF THE ORIENT!

Aikido is different because it is not necessary to hold, grab, kick or strike your attackers in order to overcome them. The simple, easy movements in Aikido do not require muscle power or brute force in any form. And the result of AIKIDO POWER can be DEADLY, CRIPPLING, AND DISASTROUS to any attacker who dares threaten you with ANY other form of fighting. Now, with the POWER OF AIKIDO you will walk the streets with confidence . . . secure in the knowledge that you can handle ANY attacker, ANY situation, ANY time! You will take pride in the new respect shown by your friends and loved ones.

MAIL THIS NO-RISK, FREE-TRIAL COUPON NOW!

DAVIS & BENNETT INC., Dept. AMG-3
23 W. 47th Street (7th Floor), New York, N. Y. 10036

O.K., I accept your no-risk, free-trial offer to teach me THE POWER OF AIKIDO. Ship immediately in plain wrapper. I enclose $3.98 full payment, and there will be nothing to pay on delivery. My friends and I must agree with everything you've said about the POWER OF AIKIDO or my purchase price will be refunded in full . . . I just return the front cover of the book.

NAME .....

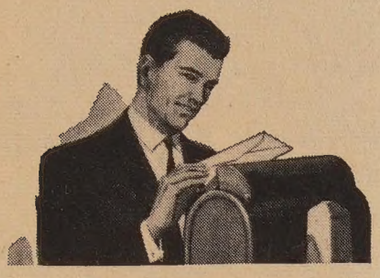
ADDRESS .....

CITY ..... STATE .....

I am under eighteen, but have parent/guardian permission to learn the POWER OF AIKIDO.

Cast your ballot for a successful future!

253 I.C.S. COURSES



I.C.S. is the oldest, largest correspondence school. Over 200 courses. Business, industrial, engineering, academic, high school. One for you. Direct, job-related. Bedrock facts and theory plus practical application. Complete lesson and answer service. No skimping. Diploma to graduates.

Send for the 3 free booklets offered here and find out how I.C.S. can be your road to success.

ACCOUNTING
Accounting for Business Programmers
Accounting (Canadian)
Auditing
Business Law
Cost Accounting
C.P.A. Review
Estate & Trust Accounting
Executive Accounting
Federal Tax
General Accounting
Industrial Accounting
Junior Accounting
Legal Accounting
Office Accounting
Personal Income Tax & Social Security
Practical Accounting
Public Accounting
Small Business Accounting
Starting & Managing a Small Bookkeeping Service

ARCHITECTURE AND BUILDING
Architectural Drawing & Designing
Architecture
Building Contractor
Building Estimator
Building Inspector
Building Maintenance
Carpenter-Builder
Carpentry & Millwork
House Planning, Int. Design
Mason
Painting Contractor
Reading Arch. Blueprints
Review in Arch. Design & Practice
Review of Mech. Systems in Buildings

ART
Amateur Artist
Commercial Art
Commercial Cartooning
Interior Decorating
Show Card & Sign Production
Show Card Writing
Sign Painting & Designing
Sketching & Painting
Oil Painting for Pleasure

AUTOMOTIVE
Automatic Transmission Specialist
Automobile Body Rebuilding & Refinishing
Automobile Electrical Technician
Automobile Engine Tune-Up
Automobile Technician
Automotive Mechanic
Diesel-Gas Motor Vehicle Engines

BUSINESS
Advertising
Basic Inventory Control
Business Administration
Business Management & Marketing
Business Management & Production
Canadian Business Courses
COBOL Programming
Condensed Business Practice
Direct Mail & Mail Order Advertising
Industrial Psychology
Magazine & Newspaper Advertising
Managing a Small Store
Marketing
Marketing Research
Modern Executive Mgt.
Office Automation
Office Management
Programming for Digital Computers
Programming the IBM 1401 Computer
Purchasing Agent
Retail Business Management
Retail & Local Advertising
Retail Merchandising
Retail Selling
Systems and Procedures Analysis

CHEMICAL
Analytical Chemistry
Chemical Engineering
Chemical Engineering Unit Operations
Chemical Laboratory Tech.
Chemical Process Operator
Elements of Nuclear Energy
General Chemistry
Instrumental Laboratory Analysis

CIVIL ENGINEERING
Civil Engineering
Construction Engineering
Highway Engineering
Principles of Surveying
Reading Highway Blueprints
Sanitary Engineering
Sewage Plant Operator
Structural Engineering
Surveying and Mapping
Water Works Operator

DRAFTING
Architectural Drafting
Design Drafting
Drafting Technology
Electrical Drafting
Electrical Engineering Drafting
Electronic Drafting
Intro. Mechanical Drafting
Mechanical Drafting
Pressure-Vessel and Tank Print Reading
Sheet Metal Layout for Air Conditioning
Structural Drafting

ELECTRICAL
Electric Motor Repairman
Electrical Appliance Servicing
Electrical Contractor
Electrical Engineering (Power option or Electronic option)
Electrical Engineering Tech.
Electrical Instrument Tech.
Industrial Electrical Tech.
Power Line Design and Construction
Power Plant Operator (Hydro or Steam Option)
Practical Electrician
Practical Lineman
Reading Electrical Blueprints

ENGINEERING (Professional)
Chemical Civil
Electrical Mechanical
Industrial Management for Engineers

ENGLISH AND WRITING
Better Business Writing
Free Lance Writing
Introductory Technical Writing
Modern Letter Writing
Practical English
Short Story Writing

HIGH SCHOOL
High School Business
High School (Canadian)
High School College Prep. (Arts)
High School College Prep. (Engineering & Science)
High School General
High School Mathematics
High School Secretarial
High School Vocational

LANGUAGES
(Edited by Berlitz)
French German
Italian Spanish

LEADERSHIP
Basic Supervision
Industrial Foremanship
Industrial Supervision
Personality Development
Personnel-Labor Relations

MATHEMATICS
Advanced Mathematics
Mathematics and Mechanics for Engineering
Mathematics and Physics for Engineering
Math & Physics for Technic'ns
Modern Elementary Statistics

MECHANICAL
Aircraft & Power Plant Mechanic
Industrial Engineering
Industrial Instrumentation
Machine Design
Mechanical Engineering
Quality Control
Safety Engineering Tech'l'gy
Tool Design
Value Analysis

PETROLEUM
Natural Gas Production & Transmission
Oil Field Technology
Petroleum Production
Petroleum Production Eng'r'g
Petroleum Refinery Operator
Pipeline Engineering

PLASTICS
Plastics Technician

PLUMBING, HEATING, AIR CONDITIONING
Air Conditioning
Air Conditioning Maintenance
Domestic Heating with Oil & Gas
Domestic Refrigeration
Heating
Heating & Air Conditioning with Drawing
Industrial Air Conditioning
Industrial Heating
Plumbing
Plumbing & Heating
Practical Plumbing
Refrigeration
Refrigeration & Air Conditioning
Steam Fitting

PULP AND PAPER
Paper Machine Operator
Paper Making
Pulp Making
Pulp & Paper Engineering
Pulp & Paper Making

SALESMANSHIP
Creative Salesmanship
Real Estate Salesmanship
Sales Management
Salesmanship

SECRETARIAL
Clerk-Typist
Commercial
Legal Secretary
Medical Secretary
Professional Secretary
Shorthand
Stenographic
Typewriting

SHOP PRACTICE
Drill Operator
Foundry Practice
Industrial Metallurgy
Lathe Operator
Machine Shop Inspection
Machine Shop Practice
Machine Shop Practice & Toolmaking
Metallurgical Engineering Technology
Milling Machine Operator
Multicraft Maintenance Mechanic
Practical Millwrighting
Reading Shop Prints
Rigging
Tool Engineering Technology
Tool Grinder
Toolmaking
Turret Lathe Operator
Welding Engineering Technology

STEAM AND DIESEL POWER
Boiler Inspector
Industrial Building Engineer
Power Plant Engineering
Stationary Diesel Engines
Stationary Fireman
Stationary Steam Engineering

TEXTILES
Carding
Carding and Spinning
Dyeing & Finishing
Loom Fixing
Spinning
Textile Designing
Textile Technology
Textile Mill Supervisor
Warping and Weaving

TRAFFIC
Motor Traffic Management
Railway Rate Clerk
Traffic Management

TV-RADIO-ELECTRONICS
Communications Technology
Electronic Fundamentals
Electronic Fundamentals (Programmed)
Electronic Fundamentals with Electronic Equipment Training
Electronic Instrumentation & Servo Fundamentals
Electronic Principles for Automation
Electronics and Applied Calculus
Electronics Technician
First Class Radiotelephone License
Fundamentals of Electronic Computers
General Electronics
General Electronics with Electronic Equip. Trng.
Hi-Fi Stereo and Sound Systems Servicing
Industrial Electronics
Industrial Electronics Engineering
Industrial Electronics Engineering Technician
Practical Radio-TV Engineer'g
Practical Telephony
Principles of Radio-Electronic Telemetry
Principles of Semiconductor-Transistor Circuits
Radio Servicing with Equipment Training
Radio & TV Servicing with Equipment Training
Second Class Radiotelephone License
Sound Systems Specialist
Telephony, Electronics and Radio Communications
TV Receiver Servicing
TV Technician

Clip coupon—and take your first big step to real success! I.C.S., Scranton, Penna. 18515

Accredited Member, National Home Study Council

INTERNATIONAL CORRESPONDENCE SCHOOLS I C S

Box 1490, Scranton, Penna. 18515 (In Hawaii: P. O. Box 418, Honolulu. In Canada: I. C. S. Canadian, Ltd. In other countries: I. C. S. World, Ltd.)

Without cost or obligation, rush me "HOW to SUCCEED," the opportunity booklet about the field I have indicated below, and a sample lesson.

New! Special Package for Women! ***Special Training Programs for Industry*** ***Convenient Payment Plan***

Name of the course in which you are interested_____

Name_____ (Please indicate Mr. Miss. Mrs.) Age_____ Address_____

City_____ State_____ Zip Code_____ Working Hours_____ A.M. to_____ P.M.

Occupation_____ Employed by_____

☐ **I am a member of U.S. Armed Forces. Send me information on special low rates.**

RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 78, NO. 6 APRIL, 1966 50 CENTS

ILLUSTRATED FEATURES

Photographs of the Month 13
Rock Island Doodlebugs ..... Edward J. Wojtas 16
Steam Locomotive Nicknames ..... Frederick Westing 23
Interesting Railfans No. 40: Bill Jernstrom 30
Rock Island Steam Roster for 1912 59
Canadian National Diesels ..... Sy Reich 62

FICTION

The Girl in the Zulu Car ..... Harold Titus 40

SHORT HAULS

Coming Events ..... Arthur T. Knowles 38
Along the Iron Pike *(pictorial)* ..... Joe Easley 39
Shortlines of Oregon ..... Sy Reich 58

DEPARTMENTS

The Mail Car 6
Transit Topics 27
Information Booth 34
Hobby Club 47
Books of the Rails 50
The Switch List 64

FREEMAN HUBBARD
Editor

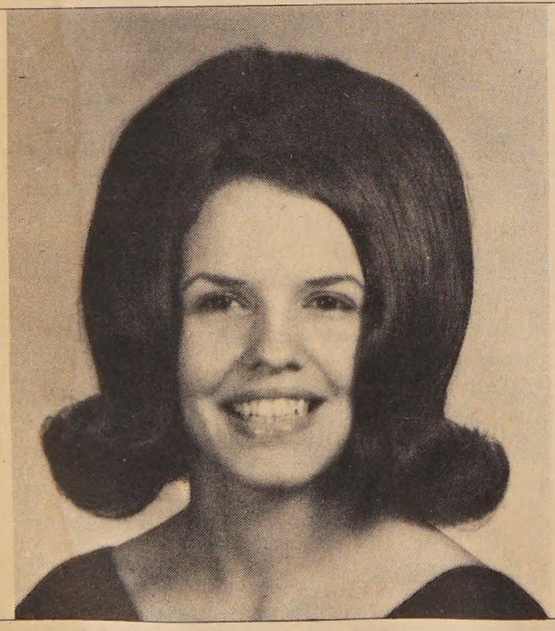
SY REICH
Technical Editor

ARTHUR T. KNOWLES
Assistant Editor

BARBARA KREIMER
Information Booth

STEVE MAGUIRE
Transit Topics

H. L. KELSO
Contributing Editor



Sandra Duncan of Waycross, Ga. (713 Central Avenue) boasts a pass all her own to ride Atlantic Coast Line trains, because her dad, E. Hank Duncan, Sr., is the car department foreman at Waycross, the ACL's largest freight-car repair shops. Born April 13, 1948, this little brunette has other railroading relatives, including a brother and a great uncle who is 78 but hasn't lost a day in years from his job as a car inspector. Her high school's football team elected her "Homecoming Queen." After graduating, Sandra may go to modeling school. She enjoys swimming, typing, piano-playing, home economics, making her own clothes. Her boy friend is named Leslie; her pet dog is a female boxer named Schatz.

HENRY STEEGER, *Publisher*
THOMAS HARRAGAN, *Associate Publisher*
EARL UMPENHOUR, *Production Manager*
IRA MOSHIER, *Newsstand Sales Manager*
JOSEPH MUCCIGROSSO, *Subscription Manager*

ADV. REPRESENTATIVES
Robert Stark Associates, 40 East 50th St., New York, N. Y.
Harley L. Ward, Inc., 360 North Michigan Ave., Chicago, Ill.
Townsend Millsap & Co., 110 Sutter St., San Francisco, Calif.
Townsend Millsap & Co., 3959 West 6th St., Los Angeles 5, Calif.

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices. Magazine is copyright © 1966, by Popular Publications, Inc. This issue is published simultaneously in the Dominion of Canada. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Single copy, 50c. Subscription for U.S.A. and its possessions, $5.00 for one year; $6.00 per year in Canada and all other countries. Title registered in the U. S. Patent Office. Address all correspondence to Railroad Magazine, 205 East 42nd Street, New York, N.Y. 10017. When submitting manuscripts, enclose stamped, self-addressed envelope for their return, if found unacceptable. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return. Printed in U.S.A.

CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colorado

- For Action, Security, Big Pay -

WE CHALLENGE YOU TO TOP THIS JOB!

Earn To $15 An Hour ★ Work Part-Time Or Full-Time ★ Car Furnished — Expenses Paid ★ No Selling — No Previous Experience Needed ★ Only Average Education Required

NO OTHER CAREER OFFERS YOU A BRIGHTER FUTURE

Consider this fact. In the short time it takes you to read this page 1,100 accidents will take place. Over 440,000 will occur before this day ends. *These accidents must be investigated.* The law demands it. Yet in 4 out of 5 cities, towns and rural communities, no one has been trained for this vital work.

KEEP PRESENT JOB UNTIL READY TO SWITCH

Step into this fast-moving Accident Investigation field. *Already* hundreds of men we have trained are making big money. Joe Miller earned $14,768 his first year. A. J. Allen earned over $2,000 in ten weeks. Robert Meier says "I'm now earning $7.50 to $15.00 an hour in my own business . . . Universal's course is wonderful."

FREE EMPLOYMENT HELP GIVEN

We CAN and WILL show you how to rapidly build your own full-time or part-time business. Or if you wish a big-pay job as Company Claims Investigator, our Placement Service will give you *real* assistance. Hundreds of firms needing men call upon Universal. *We place far more men in this booming field than any other individual, company or school.*

WE FINANCE YOU

Write today for complete information. Costs are less than you'd imagine. And even on these low costs you need pay only a portion — less than half — in order to complete your training. We finance the rest for you. You may pay out of actual earnings. And you can keep present job while learning. Send now for free book. No salesman will call. You are not committed in any way.

EARN WHILE YOU LEARN

Let us show you how easy it is to get into this exciting new career in just a matter of weeks. You need NO prior experience or higher education. There's NO investment in expensive equipment. You do NO selling. Furthermore, this fast-growing Accident Investigation field has no seasonal layoffs . . . no time out for strikes . . . no oversupply of men . . . no worry about automation. We ask you to compare these terrific advantages with the job you now have! Cash in on this big demand for trained men NOW. *Write today!*

Mail Now for FREE BOOK

M. O. Wilson, Dept. AM-3
Universal Schools,
6801 Hillcrest, Dallas, Texas 75205

Please rush me your FREE BOOK on Big Money In The Booming Accident Investigation Field. I will be under no obligation — and no salesman will call upon me.

Name .....

Address .....

City ..... State ..... Zip Code .....

THE MAIL CAR

where editors and readers meet

OUR cover shot, showing almost the last day of operation on the Sacramento Northern electric lines, was made especially for *Railroad Magazine* by Mac Owen, Rte. 1, Box 75-E, Dickinson, Texas. Knowing we prefer human interest, he posed his 27-year-old wife Lollie and their son Al. The SN used to be quite extensive but shrank a lot before being dieselized. It was California's last common-carrier juice operation. Mac took the photo in March, 1964, at Marysville, California.

"Lollie is a big help to me in making 16mm films," he writes, "besides being a photographer in her own right. Recently you published two black-&-whites of the SN that she shot the same day I made the color transparency." ●

FORTUNATELY, the *California Zephyr* is continuing its usual run over three railroads. But there was a time, recently, when that continuance was seriously jeopardized by the Western Pacific. Lucius Beebe wrote in the *San Francisco Chronicle:*

The clandestine negotiations of the Western Pacific Railroad, inaugurated under a cloak of secrecy and carried forward to abandon its sole passenger train service to San Francisco aboard the *California Zephyr*, is at best an index of the management mentality that has followed the retirement of Fred Whitman as president of the WP and at worst an explicit affront to Northern California and San Francisco in particular.

. . . the attempt to abandon a highly regarded train that has become institutional in the tourist traffic can be interpreted as perhaps the most wildly maladroit public relations imaginable on the part of a carrier depending in large measure on California goodwill for its basic freight operations.

Whether or not this single and minor compartment in the Western Pacific's overall operations makes money between Salt Lake and Oakland is not a major consideration and, in any event, is available to the sort of flexible bookkeeping that can show red ink entries in any way that management may wish.

Neither the Rio Grande nor the Burlington, both of them shrewdly managed and dollar oriented in their thinking, and which operate the *Zephyr* over their respective trackage between Salt Lake and Chicago, are happy with the proposed abandonment. In *their* bookkeeping at any rate, the train is no such liability, but is on the contrary highly regarded both as an integral operation and as an advertisement for their other services . . .

A carrier that wants all of the cream and none of the passenger responsibilities of its chartered occasions may well end without either . . .

The Western's Pacific's answer to this article, likewise printed in the *Chronicle*, was written with equal frankness by one of the company's directors, Paul J. Kern, who stated:

First, there is nothing secret about the plight of the *Zephyr* as a through passenger train to Chicago. On a distributed cost basis this train is losing $2,300,000 a year under official accounting as required by the Interstate Commerce Commission. Its out of pocket loss is more than $800,000 a year. The train serves no important public purpose to the Bay Area. It is six hours slower than the *City of San Francisco* and more than an hour slower than *The Chief* . . .

Anyone who tries to park at the San Francisco Airport knows that rail passenger service is a declining business . . . For tourists who want to see the scenery there is excellent bus service . . .

Beebe is a notable passenger train fan . . . and most of us (in the railroad business) have read his books; but a passenger train is a beautiful relic of the past like the medieval cathedrals of Western Europe. There is no way to preserve it except by private or public subsidy . . . ●

BRIEFLY SPEAKING. A golden eagle with a 6-foot wingspan flew into the open window of the caboose on Denver & Rio Grande Western train 68 the other day about 8 miles west of Walsenburg, Colo., landing in the lap of a startled brakeman, A. H. Fonda, who was riding in the cupola. The big bird beat its powerful wings against the cupola sides until Fonda subdued it with the help of Conductor H. W. Timney. They tied its feet with cord and sent a message ahead via train radio. At Pueblo station, a State Game and Fish Department agent took charge of the eagle, which was released after being treated at the local zoo for a minor injury.

"The ICC has approved the use of our new depot here by C&NW," reports Jim Scribbins, ticket and information clerk of the Milwaukee Road at Milwaukee, Wis.

Unknown persons recently stole three miles of copper wire from the Katy Railroad, right off telephone poles along the right-of-way. The theft, a mile north of Parsons, Kansas, was discovered when engine crews complained that signals were not functioning.

New York Central is reducing the number of "smoking" cars on New York City commuter runs, due to a survey which revealed that 66 percent of 7,700 passengers preferred riding in "no smoking" coaches. Smoking had been permitted in as many as two out of three cars in every train.

The Long Island Rail Road has installed a new, compact, electronic development, a one-of-a-kind device for remote control of electric sub-stations. Just as LIRR was the first railroad to install a computerized inventory control, it is now the first to use the elements of a computer in a single unit to check the performance—and actually control—up to 60 functions at each of the 37 sub-stations that supply third-rail power all over the railroad.

Both of Boston's railroad stations were sold last December 31st, reports Jim Crimmins, Exeter, N.H. The Boston & Maine sold its station to a development company but has leased the space required for its own use. Previously B&M had disposed of its Madison Hotel and a separate office building. The Boston Terminal Co. sold South Station to the Boston Redevelopment Authority. Its main building will be torn down to make way for new structures, but the railroad retains an easement for its facilities. Boston Terminal Co. is owned two-thirds by the New Haven and one-third by New York Central.

Pre-stressed concrete ties are in use for the first time by C&O-B&O on a new 14-mile line into Egypt Valley coal fields in central Ohio. Track was laid early this year.

Maybe the railroads should adapt this idea to their own passenger business: Civil Aeronautics Board has approved a unique plan by the Trans-Texas Airlines whereby any person over 21 who has never ridden in a commercial plane before can fly the round trip between El Paso and New Orleans for only $25. Regular first-class fare is $146.

The Erie-Lackawanna paid about $4,334,000 in property taxes to the State of New Jersey for 1965. On the basis of the 332 miles of railroad operated by the E-L in that state, the taxes amounted to $13,055 per mile. This is 9 times higher than the average tax per-mile paid in the other states in which E-L operates. The national average property tax paid by all railroads throughout the U.S. is only $1,727 per mile. New Jersey "soaks the railroads" in a big way! ●

L. W. Williams

TOP prize in an essay contest on the need for locomotive helpers (firemen), sponsored by the Brotherhood of Locomotive Firemen & Enginemen, was won by L. W. Williams, a B&O engineer living at 102 Matta Ave., Youngstown, Ohio. Apropos of the helper, Williams stated: "His warning of cars

LA SALLE EXTENSION UNIVERSITY

A Correspondence Institution • **417 South Dearborn, Dept.** 52-023, **Chicago, Illinois 60605**

Please send me, without cost or obligation, FREE booklet and full information on the field I have checked below:

ACCOUNTING
- ☐ Complete Accounting with CPA Training
- ☐ General Accounting
- ☐ Income Tax
- ☐ Accounting Fundamentals
- ☐ Auditing
- ☐ Controllership
- ☐ CPA Training
- ☐ Modern Bookkeeping

BUSINESS MANAGEMENT
- ☐ Complete Business Management
- ☐ Credit and Collections
- ☐ Office Management
- ☐ Personnel Management
- ☐ Business Correspondence

LAW COURSES
- ☐ Bachelor of Laws Degree
- ☐ Business Law
- ☐ Insurance Law
- ☐ Claim Adjusting Law
- ☐ Law for Police Officers
- ☐ Law for Trust Officers

SALESMANSHIP
- ☐ Sales Management
- ☐ Complete Sales Training

DRAFTING
- ☐ Basic Drafting
- ☐ Aeronautical Drafting
- ☐ Architectural Drafting
- ☐ Electrical Drafting
- ☐ Mechanical Drafting
- ☐ Structural Drafting

REAL ESTATE
- ☐ Complete Real Estate
- ☐ Real Estate Brokerage
- ☐ Real Estate Management
- ☐ Real Estate Sales

TRAFFIC AND TRANSPORTATION
- ☐ Complete Traffic Mgt.
- ☐ Transportation Law
- ☐ Rates and Tariffs
- ☐ Agency and Services
- ☐ Motor Truck Traffic

STENOTYPE
- ☐ Machine Shorthand

TECHNICAL COURSES
- ☐ Mechanical Refrigeration
- ☐ Air Conditioning, Refrigeration and Heating
- ☐ Diesel

HIGH SCHOOL
- ☐ High School Diploma

CAREERS FOR WOMEN
- ☐ Interior Decorator
- ☐ Dental Assistant
- ☐ Secretarial
- ☐ Accounting
- ☐ Bookkeeping
- ☐ Real Estate

Name.....Age.....

Address.....County.....

City & State.....Zip No.....

Occupation.....Working Hours....A.M....P.M.

322

If you had mailed this coupon a year ago, your salary could be way up too!

WHY NOT MAIL IT TODAY?

Look at these enthusiastic letters. Have you ever seen anything like them? There are hundreds and hundreds more that pour in from LaSalle students week after week, month after month, year after year.

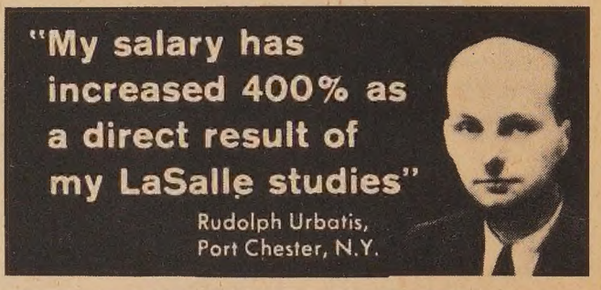
Do you know that many graduates attribute their increases in income largely to their LaSalle training?

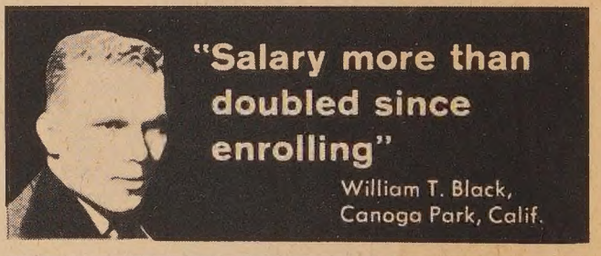
All LaSalle students have one ambition in common—to get out of the ranks of the untrained and earn big money, prestige and security in a key job. Isn't that your goal too?

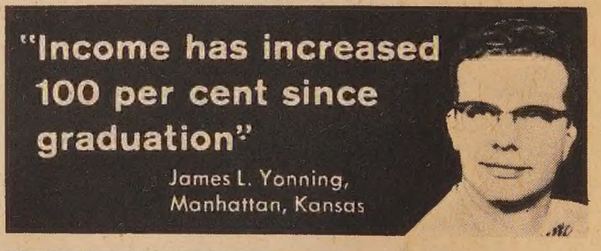
Without interfering with your present work—and by devoting only a little of your spare time—you too can prepare rapidly for advancement in the field of your choice through LaSalle home study. The cost is surprisingly low.

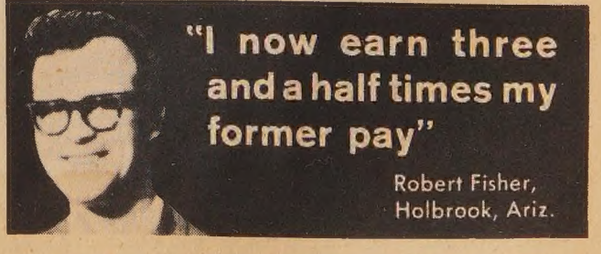
LaSalle has been an acknowledged leader in home education for more than half a century. It has provided training in business, high school, and technical subjects to more than 1,000,000 ambitious men and women. Its distinguished faculty includes some of the country's most outstanding authorities. That is why your LaSalle diploma is a credential recognized and respected everywhere.

Check the subject you are interested in—then send the coupon above for FREE booklet. No obligation.









LA SALLE EXTENSION UNIVERSITY

A Correspondence Institution • **417 S. Dearborn, Chicago, Illinois 60605**

fouling our tracks, or some other worker needing to be warned of our approach, might not sound spectacular but this all goes for making safe, efficient working days. We're a two-man team for the good of the public, management, and our fellow workers."

Runner-up was James R. Baum of the Illinois Central, 1307 Summit Ridge Road, Champaign, Ill., who wrote:

I want my helper back. I want him back because I need him. I am human, you see. I get tired; I get sleepy; sometimes I make mistakes, and sometimes I face situations where I need the advice and mechanical ability of a helper.

Third prize went to D.D. Tyree of the C&NW, 505 Mears St., Chadron, Neb., who wrote:

The railroads and Congress have removed a versatile employee. He is a mechanic, keeping the engines running. He confers on the time, on train orders, schedules, signals, switching movements. He is a relief engineer, just part of his long list of duties. However, safety, yours and mine, remains foremost.

Another winner, J.A. Haggerty of the Canadian National, 27 Wallford Way, Ottawa 5, Canada, asserted:

The present unhappy state of affairs in which an employe has to risk his job, his life, and damage to private property is what confronts us today if the helper (fireman) disappears as the engineer's trouble-shooter.

Also among the winners was a *Railroad Magazine* author, Dick Murdock of the SP, 346 Valley View Dr., Pleasant Hills, Calif., who stated:

It is true, a normal yard crew without a locomotive helper has lost 20 percent of its manpower, but in the cab the loss skyrockets to 50 percent! And, in the helper's place, the engineer has inherited a blind side. I've found that a carload of deadman devices or mirrors can never alleviate this gross deficiency.

We quote one more contest winner, J.M. Czech, a Canadian Pacific hogger, 2522 Rosser Ave., Brandon, Man., Canada:

These diesel units have accumulated fantastic mileage and, as can be expected, many failures will occur. These have been continually rectified, and in many cases measures against possible fire hazards were taken by the helpers. ●

A GAS-TURBINE car is in the planning stage. The Metropolitan Commuter Transportation Authority says it will build the world's first rail-car of this type and test it on a 20-mile non-electrified section of Long Island Rail Road between Bethpage and Ronkonkoma.

The roadbed will be improved to enable the test car to roll at high speeds and an experimental electronic signal system will be installed along the test track, according to Dr. William J. Ronan, chairman of MCTA.

"The immediate objective," says Ronen, "is to find ways to carry passengers faster and more economically on non-electrified sections of suburban railroads."

The gas-turbine experiment is part of a $200 million modernization of the Long Island. ●

PERSONALITIES. This concerns Bill Knapke, retired SP conductor and author of a forthcoming book on 100 years of cabooses, 3831 Flower Ave., Tucson, Arizona. His father was born in Germany, the third son of a count. Both of Bill's uncles died without issue, whereupon in 1894, the year of the Pullman Strike in which Bill was involved as a young brakeman, the title descended to his father, who had become an American citizen. The senior Knapke didn't want to be a German count, so the title was offered to Bill. After thinking it over for 48 hours, Bill also rejected the title, and it was finally accepted by the oldest son of his father's sister. But for 48 hours the future railroad author was Wilhelm Frederick von Knapke, a count of the old German Empire.

Ed Wojtas, author of "Rock Island Doodlebugs," is a Rock Island public relations man and editor of its monthly magazine, *The Rocket*. Prior to joining the CRI&P staff in Feb. '60, Ed was chief photographer of the Champaign-Urbana (Illinois) *Courier*, to which he hired out after graduating from the University of Illinois with a degree in journalism. He travels a lot over the Rock Island's 14-state territory to gather company stories and take pictures, in addition to many fantrips on his own.

David J. Fant, known as "Uncle Dave, the hoghead evangelist," at age 97 has entered the Last Terminal. He went railroading on the old Atlanta & Florida (now part of the Southern System) in 1887, retired in 1939, and died last December 3rd. His wife, too, was long-lived, having passed away in 1963 at age 92. Both attributed their long lives and good health to their serene Christian faith. The March '35 issue of *Railroad Magazine* featured his life story. An engine on the all-Pullman *Crescent Limited*, which Fant pulled for nearly 30 years, displayed a large metal likeness of an open Bible on its pilot. A scale model of this engine, 5 feet, 9 inches long, was built as a tribute to him by two business men of St. Louis County, Mo.—Raymond J. Twillman and Louis K. Penningroth.

"Having worked for the Erie as a yard brakeman at Hammond, Ind., in 1916, I enjoyed the Erie steam roster in your January issue," writes J. T. Laws, 5724 El Prado, N.W., Albuquerque, N.M. "At that time an Erie K-4, class 2700, pulled a passenger train through Hammond and underneath the cab windows on the outside was painted the hogger's name, John Wonderly. After leaving the Erie I boomed around, working in train service on a lot of railroads, finally settling down on the Santa Fe 42 years ago. Am now the 'big ox' on trains 7 and 8, the fast mail. In all my travels, that was the only locomotive I ever saw named for a hoghead. Will some oldtimer comment on this?"

Speaking of oldtimers, is Mrs. Ruth Thompson, 105 15th St., E., Bradenton, Fla., the oldest mother of railroaders in this country? She'll be 103 in May. Two sons worked for the Atlantic Coast Line.

F. B. Kerr, who had one of the world's largest collections of switch keys, around 166, and who died recently at age 90, has willed his collection to the Colorado State Museum at Denver, reports V. B. Adam, 524 E. Hickory, St., Watseka, Ill. 60970. The keys came from many countries and are mounted on large panels, each key bearing the railroad's name. Mr. Kerr was a locomotive engineer. He went railroading on the Toledo, Peoria & Western, switched to the Denver & Rio Grande in 1917, retired in 1941. ●

LETTER from G. H. Harris, president of the Order of Railway Conductors & Brakemen, Cedar Rapids, Iowa: "When a gasoline truck tried to beat a train to a grade crossing near Denver a few weeks ago, the engineer and fireman were incinerated in a flaming hell that enveloped the diesel locomotive as the gasoline exploded. This tragedy was unnecessary, as was a similar occurrence in Como, Miss., some months ago, which cost the lives of several railroad men as well as that of a trucker. While fatalities thus far, have been confined largely to operating personnel, sooner or later many passengers and bystanders may burn to death or die mangled in a wreck caused by a chance-taking trucker. These collisions occur with increasing frequency. Steps must be taken to reverse the trend.

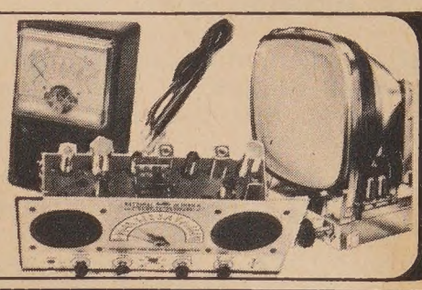
"Lawmakers in every state should pass measures providing that all operators of vehicles carrying flammables, explosives, or other dangerous cargo

Move Up Faster — Make More Money With N.T.S. "PROJECT METHOD" HOME TRAINING

Looking for your first real job in industry? Are you stalemated in a dead-end job? Or, are you being left behind because you're not up on new industry methods? Don't let technical progress — automation — pass you up. There's an N.T.S. Project Method training program to help you MOVE UP FASTER and MAKE MORE MONEY!

N.T.S., a leading technical school for more than 60 years, **shop-tests every lesson and manual.** Easy-to-follow lessons are fully illustrated so you can learn **fast.** Look over the big opportunity home study courses below. Choose your field! Check the coupon and mail it today! You'll soon be on your way to a high-paying new career!

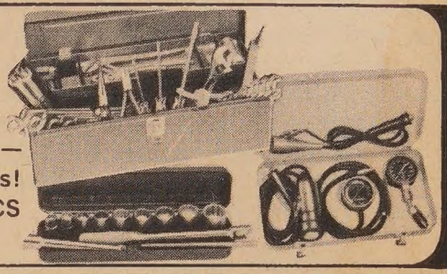
ELECTRONICS DIVISION



1. Electronics-TV-Radio Servicing and Communications
2. Master Course in Electronics-TV-Radio Advanced TV and Industrial Electronics
3. FCC License Course
4. Radio Servicing (AM-FM-Transistors)
5. Television Servicing (Including Color)
6. Stereo, Hi-Fi and Sound Systems
7. Basic Electronics
8. Electronics Math

Train yourself quickly for America's "big future" industry! BIG EQUIPMENT KITS come with many of the electronics courses — at NO EXTRA COST! NO KIT DEPOSITS REQUIRED — equipment is included with your tuition.

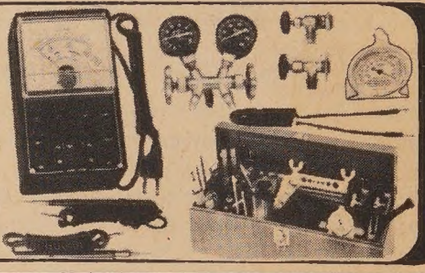
AUTO-MECHANICS DIVISION



1. Automotive-Diesel Master Course
2. Automotive Mechanics
3. Diesel Mechanics
4. Engine Tune-up and Electricity

Eighty million cars and trucks need maintenance! Here's opportunity for you — in manufacturing, in sales and service — in your own auto repair business! VALUABLE TOOLS AND EQUIPMENT COME WITH ALL N.T.S. AUTO-MECHANICS COURSES! NO KIT DEPOSITS REQUIRED — NO EXTRA COST!

AIR CONDITIONING — REFRIGERATION DIVISION



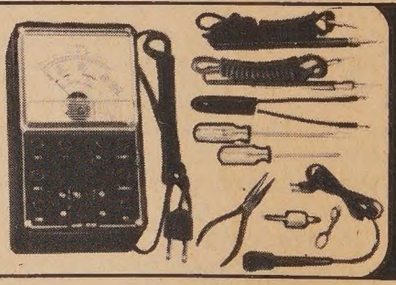
1. Air Conditioning-Refrigeration Servicing Course
2. Air Conditioning, Refrigeration & Electrical Appliances Master Course

Good income in installation & servicing homes, factories, schools, hotels & motels, office buildings, stores, cars, trains, buses and in servicing electrical appliances. The trained man in these fields is in demand! BOTH COURSES COME WITH BIG EQUIPMENT KITS AT NO EXTRA CHARGE. NO KIT DEPOSITS REQUIRED.

HIGH SCHOOL AT HOME

National offers accredited high school programs. Take only subjects you need. Study at your own pace. Everything included at one low tuition. Check special High School box in coupon for full information and FREE catalog.

HOME APPLIANCES DIVISION



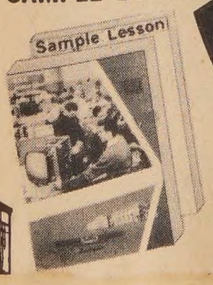
1. **Home Appliances Master Technician's Course.** Prepares you quickly for a business of your own in all phases of major and small appliance work.
2. **Home Appliances Servicing Course.** Prepares you for a part or full time job. Earn while you learn.

NO KIT DEPOSITS REQUIRED

Classroom Training at Los Angeles.

You can take classroom training at Los Angeles in Sunny Southern California. N. T. S. is the oldest and largest school of its kind. Check Resident School box in coupon for details.

SEND FOR FREE BOOK & SAMPLE LESSON



CHECK ONE ONLY

NATIONAL TECHNICAL SCHOOLS

WORLD-WIDE TRAINING SINCE 1905

4000 S. Figueroa Street, Los Angeles, Calif. 90037

YOU ENROLL BY MAIL UNDER N.T.S. "NO OBLIGATION PLAN." WE HAVE NO SALESMEN; THIS MEANS LOWER TUITION FOR YOU.

Accredited Member National Home Study Council

NATIONAL TECHNICAL SCHOOLS

WORLD-WIDE TRAINING SINCE 1905

NATIONAL TECHNICAL SCHOOLS, DEPT. 209-36
4000 S. Figueroa St., Los Angeles, Calif. 90037

Please rush FREE BOOK AND SAMPLE LESSON on Courses in the Division checked below. No obligation — No salesman will call.

- ☐ ELECTRONICS Division
- ☐ AUTO-MECHANICS Division
- ☐ AIR CONDITIONING-REFRIGERATION Division
- ☐ HOME APPLIANCES Division
- ☐ HIGH SCHOOL Department

Name_____ Age____

Address _____

City_____ State_____ Zip_____

☐ Check here if interested ONLY in classroom training at Los Angeles.

which use grade crossings on their routes must provide a flagman, in addition to the driver. The vehicle must stop at a crossing; the flagman must walk to the center of it and then flag the vehicle across if there is no rail traffic in either direction. There should be severe penalties for violating such a law." ●

OVERSEAS. Automatic trains making up to 70 miles per hour, within the next five years, are predicted by Igor Failovsky, chief engineer of the subway system in Moscow, Russia.

Thirty diesel-hydraulic, high-speed, two-engine locomotives, each generating 4000 hp, have been purchased by the State Railways of Spain from Krauss-Maffei, Munich, Germany. This company was established in 1837 and has delivered more than 20,000 locomotives for use in the United States, South America, Burma, India, Italy, Spain, and Turkey. Thirty years ago Krauss-Maffei pioneered the diesel-hydraulic concept for the rigid frame design. Later it developed the important drive mechanism necessary to apply diesel-hydraulic power to locomotives with bogie type undercarriages.

Opening of the modern new Beer Sheva-Dimona Railroad in Israel is reported by Hans Y. Kohut, Givatayim, P.O. Box 1004, Israel. It is 36 kilometers long, with rail is laid on rubber-cushioned, pre-stressed, concrete ties.

Two million Japanese commuters flood Tokyo's main railroad terminals twice daily. ●

OLDTIMER. "I started railroading as a yard clerk in 1911 on the Rock Island at Topeka, Kansas," writes James M. McDonald, 224 Division St., Boonton, N.J. 07005. "The next year I went to the Southern Pacific as a yard clerk at Indio, Calif., which was then nothing but a village with one store. Living on the desert in a tent, I often woke up in the morning after a sandstorm to find an inch of sand on my bed. My pay was $50 a month and I thought I had a good job.

"At that time the Government was experimenting to see if date palms would grow there, and they sure did. Today, Indio has paved streets and air-conditioned restaurants, with date shops all over town. But when I was there I had no place to eat except at the depot lunch counter. We had no electric lights, just oil lanterns. Mail came in twice a week for Palos Verde, Blythe, and other communities. I kept it in the baggage room until the stagecoach took it out.

"Later I was transferred to Brawley, Covina, Ventura, Ontario, and finally Calexico. In 1916 I resigned, went to Washington, D.C., and hired out to the B&O as a trainman. Would like to hear from anyone who worked on the SP at Indio, etc., about the time I was there. I am retired now and taking life easy but will always have a soft spot in my heart for railroads." ●

Britain Heard From

BRITISH version of "Zulu car" (see fiction story in this issue) was the train which recently took retired bank clerk Thomas Howe and his wife from Thame, Oxfordshire, to Newton Abbot in south Devon. The Howes left their own farm and moved 150 miles by rail to their son John's 50-acre spread. In the passenger compartment with them were 22 chickens, 2 cockerels, 9 geese, 2 cats, and 2 dogs. Also on the train were their 17 head of pedigree Jersey cattle, farm machinery, household goods, furniture, and feeds.

Steam is fast vanishing from British Railways, reports John Drayton, BR engineer, 13 Sycamore Rd., Griffithstown, Pontypool, Monmouthshire, England. "Our Western Region became fully dieselized early this year," he writes, "being the first of the six regions to banish steam power."

"Back in 1927," he recalls, "I pointed out to the management of the old Great Western that its turntables were too narrow to let a man pass alongside a locomotive and that for safety's sake they should be widened. For this suggestion I received a monetary award and was gratified to see subsequent tables built accordingly. Our turntables are usually 65 feet in diameter, the smaller ones 55 feet. They are positioned either under cover in steam sheds or outside in locomotive yards. The installations that Americans call water spouts are known in our country as water cranes or water columns.

"Did you read about the pussycat that got into a gondola car and rode from Scotland to the east coast of England? When he arrived, like Dick Whittington's cat, the railwaymen fed him and sent him back home on a northbound parcels train. Pussy made a round trip of 750 miles, which probably set a record for feline rail travel."

Cecil J. Allen, featured in our March issue, draws these comments from James B. Aird, 7 Garngaber Ave., Lenzie, Glasgow, Dunbartinshire, Scotland: "Train travelers have various forms of whiling away a long journey. Some read, sleep, converse, or play games. Allan does none of these. He takes a log of the run, noting details as engine number and class, how many coaches, and train weight. Also arrival and departure times at each stop and the wayside passing of stations, signal cabins, junctions, and summit points. He notes times to the nearest 5 seconds and he records speeds over quarter-mile distances by stop-watch.

"C.J.A. did not originate this pastime. Charles Rous-Marten, a New Zealand journalist of Dutch origin, came to Britain in the 1890's to study our railways and write monthly articles for *The Railway Gazette* on 'British Locomotive Practice and Performance.' These articles became very popular. When Rous-Marten died in 1908, R. E. Charlewood took his place. Besides being a railwayman of wide experience and knowledge, Charlewood was a stickler for accuracy. But after only a year he gave up the authorship of that series. This may well have been due to pressure from a higher authority, for not all the runs Charlewood wrote about reflected glory on British locomotives or their designers.

"Between May of 1909 and Jan. 1911 the series was carried out by W. J. Scott, J. F. Gairns, and Mr. Allen, each contributing a piece in turn. This trio consisted of a clergyman, a man of letters, and a railway inspection engineer, in that order. Then from Jan. 1911 until Dec. '58 Allen carried on alone, and nobly, thus setting a new record in railway journalism.

"I have read all of Mr. Allen's articles for 30 years and have always found his judgment fair. Many of his articles included excerpts from readers' letters at variance with his own writings. A lesser man could easily have consigned such criticisms to the waste basket and almost nobody would have known about them.

"It was inevitable that, during his long years of writing about British locomotives, C.J.A. should tread on the corns of the professional locomotive man as well as those of the interested amateur. Such an occasion arose when he described the running of two different locomotive types over the same route under similar working conditions. One engine did considerably better than the other, and the designer of the latter took umbrage and tried to get Allen's writings suppressed. Fortunately, this did not come to pass."

Another comment on Cecil J. Allen comes from H. W. ("Jack") Pontin, who runs the Rail Photo Service at 93 Massachusetts Ave., Boston, Mass. 02115. "While I never met C.J.A. in person," Jack writes, "numerous letters have passed between us and many of our photos appear in books he wrote, of which we feel proud. The late Fred Mackay, my teacher in rail photography, was a close associate of Allen's and for a long time his 'official photographer.' I still have some of Fred's original glass plates." ●

Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 30 E. Adams, Chicago, Illinois 60603. No salesman will call.

DON BOLANDER, Career Institute, Dept. 3B, 30 E. Adams, Chicago, Ill. 60603
Please mail to me, without obligation, a free copy of your 32-page booklet,
HOW TO GAIN A COMMAND OF GOOD ENGLISH.

NAME_____

STREET_____

CITY_____ STATE_____ ZIP CODE_____

If 18 or under, check here for special booklet. ☐

IN LESS THAN A SECOND

unexpected sickness or accident can put you helplessly in debt . . . rob you of your life's savings!

. . . DON'T WORRY ABOUT BIG MEDICAL AND HOSPITAL EXPENSES WHEN YOU ARE HOSPITALIZED AND CAN'T WORK

Service Life's new, low-cost family hospital plan

**** GUARANTEED RENEWABLE Company can never cancel**

PAYS AS MUCH AS $5200 YEARLY WHILE CONFINED — * EVEN FOR LIFE! Receive LIFE-TIME HOSPITAL PROTECTION for both sickness and accident!

PAYS YOU $100 A WEEK EVEN FOR LIFE!

★ NO SALESMAN ★ NO AGE LIMIT — ★ ALL BENEFITS PAID ★ PAYS IN ADDITION TO ★ NO MEDICAL * WILL CALL issued to age 75 DIRECT TO YOU ANY OTHER INSURANCE EXAM NECESSARY

PAYS YOU $100 A WEEK, WHICH IS $14.28 FOR EACH AND EVERY DAY YOU REMAIN IN THE HOSPITAL, EVEN IF YOUR ACTUAL EXPENSES ARE LESS! HALF BENEFITS ARE PAID FOR CHILDREN UNDER 18 AT REDUCED RATES. For example, an adult confinement of 3 years duration would provide benefits of $15,600.00.

Don't wait until unexpected sickness or accident puts your loved ones in the hospital! These expenses are now at an all-time high. Your family needs as much protection as possible. The tremendously high costs of hospitalization, medical expenses and doctor bills may put you hopelessly in debt. Be adequately insured.

Service Life's new low-cost plan is designed to help you get adequate protection against such misfortunes. Take advantage of this SPECIAL INTRODUCTORY OFFER! Service Life's FAMILY HOSPITAL PLAN helps ease your financial burden with ready cash — even for life while hospitalized . . . ready cash that is PAID DIRECTLY TO YOU in addition to any other coverage you may have.

WHY THIS SPECIAL OFFER IS MADE

Since we employ no salesman, we use this means to introduce this outstanding offer. We are willing to risk the initial expense in making this SPECIAL OFFER so that you can see for yourself how good this low-cost policy is, and that you will want to keep it in force as so many others have done.

WHY THESE PREMIUMS ARE SO LOW

You deal directly with the home office. We have no collectors' or branch office expense. Costs are reduced to a minimum. Savings are passed on to you in the form of lower premiums.

WHY CLAIMS ARE PAID FAST

Dealing directly with the home office speeds claims. There are no branch offices, which adds to the cost of handling claims and where claims can be delayed. To file a claim, notify us in writing. Claim blanks are sent by return mail. You get fast action no matter where you live.

This policy is sold only by mail. Benefits are paid in all states and you have the same rights you would receive if the policy were purchased from a trusted friend in your own home town. As thousands of others have done, you too can depend on the integrity of Service Life of Omaha, domiciled in the state of Nebraska since 1923, serving the 50 states and carrying full legal reserves for the protection of its policyholders everywhere.

Hospital benefits are paid for accidents starting the day your policy is issued. Covered sicknesses are those originating thirty days after policy date; TB, cancer, heart disease, female conditions, back impairments and sickness requiring surgery are covered when originating 180 days after policy date.

** GUARANTEED RENEWABLE

Your protection cannot be cancelled or benefits reduced because of increased age or change in health — only you can cancel it. This policy is Guaranteed Renewable as long as the premium stated in table of premiums is paid, and even provides you with a full 31-day grace period. Premiums can only be changed when done for all policyholders in your state.

NO LIMIT ON THE NUMBER OF TIMES YOU CAN COLLECT

There are no penalties or assessments for the number of times you are hospitalized. You are paid for each covered confinement. Pre-existing conditions stated in your application and not excluded are covered after your policy has been in force for three years.

EXCLUSIONS: The policy does not cover suicide, venereal disease, intoxication, criminal acts, military risks, mental disorders, dental treatment (unless for fractured jaw), maternity (except by Maternity Rider at small extra cost) and rest cures.

NO MEDICAL EXAMINATION NECESSARY

Since you fill out a statement of your personal health and mail it to us, no medical exam is necessary. These policies are issued to persons in good health and the Company does reserve the right to verify the information on your application at its own expense if deemed necessary.

HELPS YOU GET THE BEST HOSPITAL CARE

Enter any hospital which meets minimum standards of the American Hospital Association. This does not include government hospitals, sanitoriums, convalescent homes, or similar facilities.

SPECIAL COVERAGES MAY BE ADDED

At small extra cost, you may add surgical-medical benefits; maternity benefits to cover pregnancy or its complications. For information on each, check application.

SPECIAL OFFER.. $1

COVERS YOU AND YOUR ENTIRE FAMILY FOR THE FIRST MONTH. AFTER THE FIRST MONTH, PAY THE LOW PREMIUMS LISTED BELOW.

MONEY-BACK GUARANTEE!

Actual policy is mailed direct to you. Examine it in the privacy of your home. No salesman will call. If you don't agree this policy is everything we say it is, return it within 10 days and your money will be refunded.

HERE ARE THE LOW RATES FOR EACH MEMBER OF YOUR FAMILY

EACH PERSON	Monthly
Under Age 18	$ .75
Age 18 to 39	2.00
40 to 49	3.00
50 to 54	3.50
55 to 59	4.00
60 to 64	4.50
65 to 69	5.00
70 and over	7.10

FILL IN AND MAIL TODAY! *Takes only a minute*

SERVICE LIFE INSURANCE COMPANY OF OMAHA, Dept. D-79
1904 Farnam St., Omaha, Nebraska 68102

Enclosed is $1.00 for one month's insurance. I hereby apply for a FAMILY HOSPITALIZATION POLICY for myself and those dependents, if any, as shown below.

Full Name of Applicant_____ Sex____

Address_____ Date of Birth_____

City_____ Zone_____ State_____

Occupation_____ Height_____ Weight_____

ONE POLICY MAY INCLUDE AS MANY AS ARE IN THE FAMILY (Policy for 1 person may be issued to adults only). (Please print full names of members whom you wish included in this policy)

	FIRST NAME • MIDDLE NAME • LAST NAME	DATE OF BIRTH MO.	DAY	YR.	HEIGHT	WEIGHT	SEX
1							
2.							
3.							
4.							
5.							

1. Are you and all persons named herein now in good health and free from any physical defects or deformities to the best of your knowledge?

2. Have you or any other person named herein during the last five years had any medical or surgical advice or treatment or any other departure from good health? Yes_____ No_____ If the answer is yes, please give details_____

3. What other Hospital insurance do you carry?_____

I have read the foregoing questions and I represent and affirm each answer to be true. I agree to accept the policy that may be issued upon this application. I also agree that the company shall not be liable for payment of any benefits upon sickness, disease, or injury, arising prior to the date of acceptance of this application except as provided in the policy. I reserve the right to return the policy within 10 days and receive my money back if I should decide not to continue it.

Dated this_____ Day of_____ 19__

SIGNATURE _____

(Applicant) Head of the Family or Individual Applying Be Sure to Sign

WRITE—DO NOT PRINT

Please send information about your— Surgical Medical Expense Rider ☐ Adult Benefits for Children ☐ Maternity Benefit Rider ☐

Photos of the Month

Public Relations secretary of the Brotherhood of Locomotive Engineers, Mrs. Sherry Solensky, 21, has blue eyes, dark brown hair, and many desirable traits. We see her consulting bound volumes of *The Locomotive Engineer*, a weekly, now in its 100th year, probably the oldest of all labor periodicals.

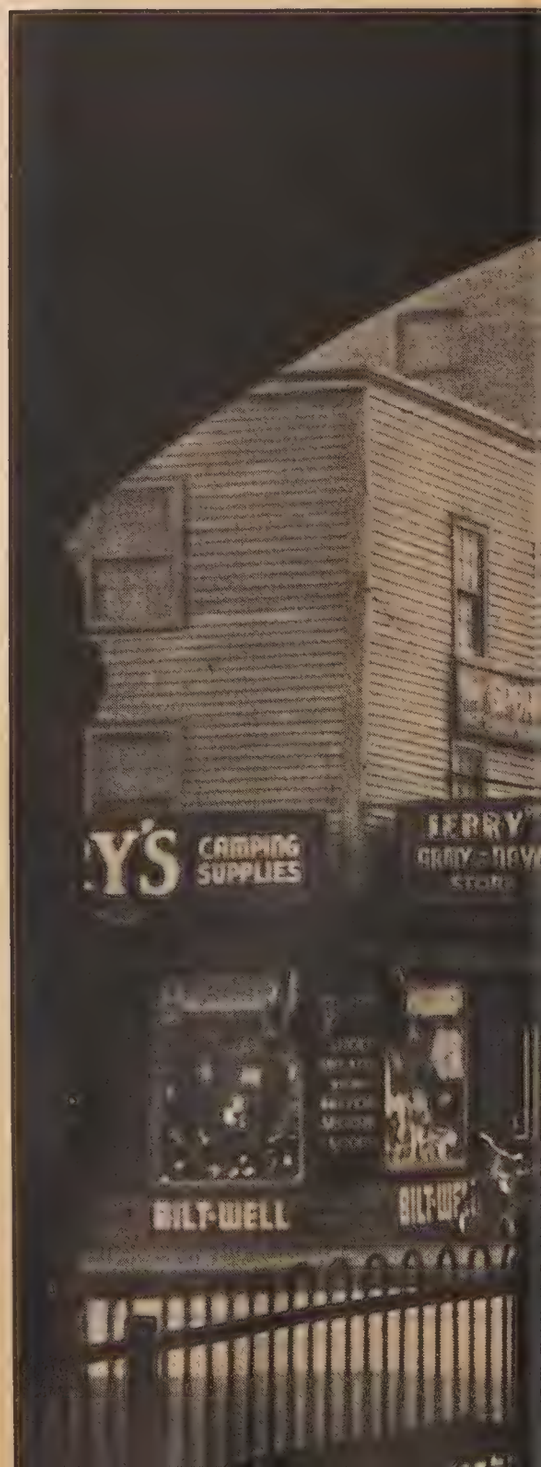
Burlington's 4690 arrived light at entrance to Clyde Yard last Oct. 17 for Illini RR. Club fantrip to Streator.
Wm. & Paul Vasich, Cicero, Illinois

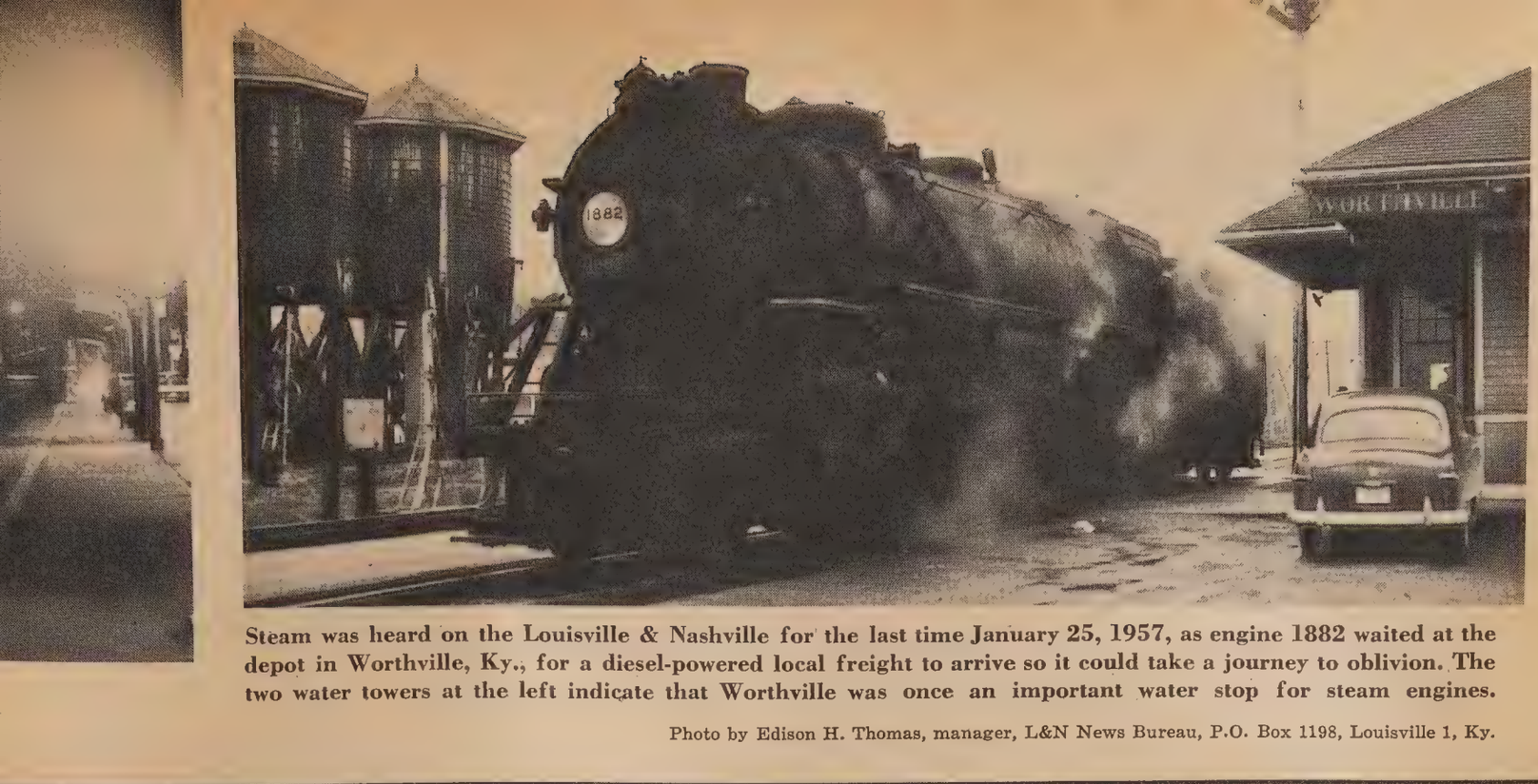
Erie-Lackawanna train 42, with engines 921 and 1408 plus 4 cars, makes a stop at Dover, N.J. on last run, Dec. 5, 1965.

Robert A. Pennisi (E-L ticket agent), 15 Curtis St., Dover, N.J.

Guarded by three crossing watchmen, Boston & Maine train crawls across square in Salem, Mass. Photo was made by Philip Hastings 17 years ago when the antique station was still standing and when diesel 1551 was new

British Railways mechanize ticket sales. Clerk at Horley station in Sussex inserts ticket in NCR cash register, recording the fare and other data. Seven hundred such machines are being installed in depots of the BR Southern Region.





Steam was heard on the Louisville & Nashville for the last time January 25, 1957, as engine 1882 waited at the depot in Worthville, Ky., for a diesel-powered local freight to arrive so it could take a journey to oblivion. The two water towers at the left indicate that Worthville was once an important water stop for steam engines.

Photo by Edison H. Thomas, manager, L&N News Bureau, P.O. Box 1198, Louisville 1, Ky.

ROCK ISLAND DOODLEBUGS

by Edward J. Wojtas

Rock Island's modern crop of doodlebugs included Budd rail diesel car 9002, with extra-large RPO, shown at Little Rock, Ark.
Photo by the author; all pix in this article are in CRI&P archives.

EARLY in this century a new form of power, the internal-combustion engine, became an ally of steam on American railroads. At that time the steam-operated passenger train was still firmly established. Ten-wheelers, 4-4-2's, Consolidations, Moguls, and the rest were doing a great job of taking people where they wanted to go. That was fine. Practically everybody was satisfied, including the company officials and stockholders, as long as the trains were reasonably well filled with cash customers.

But the lightly-patronized branch lines did not yield enough passenger traffic to warrant the use of even a small train like a 4-4-0 with a combination coach and baggage car which, by law, required a crew of five. Maintaining and operating this equipment for only a few riders per trip, plus a little baggage, was not profitable.

Then came the "doodlebug." Why not let steam trains continue to haul the mainline passengers, it was reasoned, and run doodlebugs over sparsely-populated routes? A doodlebug is a one-car train without a locomotive. More specifically, it is a coach containing, and operated by, its own power unit, a relatively small engine. By reducing the weight of equipment to be moved and the number of men in the crew, the road seemed to answer the problem.

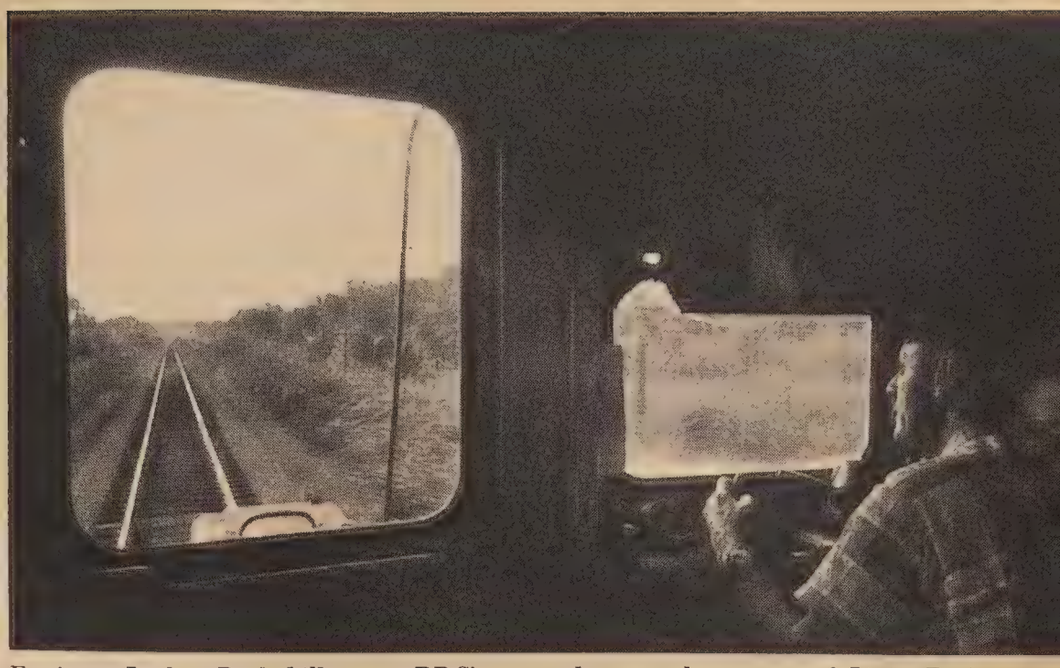
So doodlebugs appeared—not merely on the formerly unprofitable branches but also on shortlines and even, to some extent, on the main stems of big systems during "off" hours, thus giving more frequent passenger service. These motor cars supplemented the old reliable steam trains. In adopting them, company officials did not realize that the use of distillate, gasoline, and eventually diesel-powered railcars would evolve into the multiple-thousand-hp diesel-electric giants of today.

Doodlebugs were introduced somewhat timidly; the engineers shied at their intricate wiring and high voltage. If you found even a slight hint of a short circuit or overheating in the electrical cabinet, your orders were to shut off power immediately and stop the car. Steam was then the most dependable form of transportation. The story is told of a Rock Island engineer who suspected trouble in the doodlebug he was operating on the old Keokuk-Des Moines line. Stopping at Pella, Iowa, the nearest open telegraph office, he wired the dispatcher: "I smell rubber. Send steam."

Sixty years ago, like other granger roads with a heavy track network in sparsely settled areas, the Rock Island was losing money on its branch-line

passenger trains. Seeking to cut overhead expenses, the Rock Island bought its first self-propelled passenger car, No. 2550, in January, 1907, for $5,025. Judging from fragmentary records, Pullman built the car-body and Fairbanks Morse the power plant, model 19. Propelled by a 30-hp, four-cylinder, water-cooled gasoline engine this car's top speed was a mere 20 miles per hour on level track. Equipped with Hyatt roller bearings, it could be operated from either end and weighed 8,300 pounds.

But a railcar seating only 20 passengers, like this one, could not pay for itself and so the 2550 was dismantled in August, 1913. Prior to that time, its number had been changed to 9010 because the road wanted to use the 2500 series for a new line of Mikado locomotives about to arrive from the East.

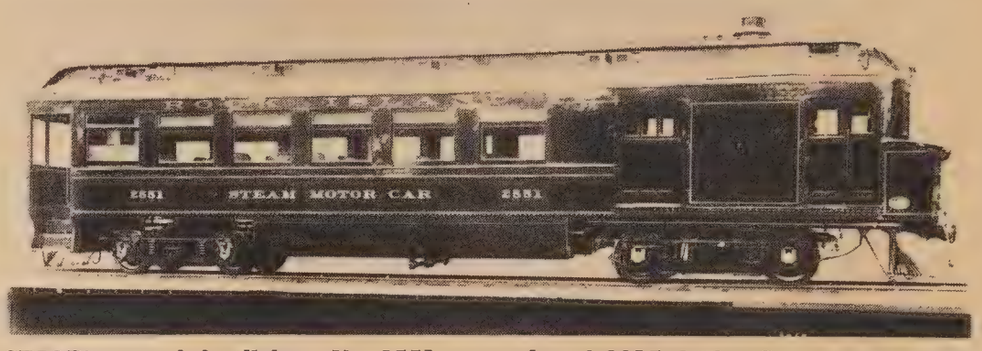


Engineer Luther Brakebill at an RDC's controls somewhere west of Little Rock.

THE ROCK ISLAND'S second doodlebug was a steam-powered vehicle constructed by the Railway Auto Car Co. of New York, with a German-built Ganz steam motor. Placed horizontally on the leading truck, like an electric traction motor, the Ganz setup drove the rear axle, through spur gears. Steam for the two-cylinder, cross-compound motor came from a boiler which was located in a compartment in the car's forward end, together with the coal bunker, the feed pumps, and the engineer's controllers. Only one man was needed to run the car, although he was kept very busy running it and stoking the steam generator at the same time.

Originally numbered 2551, then 9015, this car was 58 feet long and seated 48 passengers. Its baggage room, 8 feet long, stood behind the 6-foot compartment that housed the steam boiler and the engineer. The rear was vestibuled. Rated at 80 hp, the Ganz car was credited with maintaining 35 mph speed on level ground while hauling a 17-ton trailer.

It was delivered in autumn, 1907, and quickly put into revenue service. Two years later it was re-equipped with a new Ganz engine of lower steam pressure but higher hp, 250, and a new Baldwin boiler and superheater, raising its weight from 38 to 53 tons. After serving further on branch lines it was converted in March, 1917, to passenger-baggage car 1077, the boiler being removed and assigned to a pumping



CRI&P's second doodlebug, No. 2551, renumbered 9015, had a Ganz steam motor.

No. 9009, ► built by St. Louis Car Co., burned distillate and had front and rear platforms.

No. 9101, one of five Cummings gas-electric cars. ▼

station. Car 1077 was dismantled in December, 1943.

Meanwhile, in the fall of 1908, the Rock Island had bought a third doodlebug, an Alco oilburning steam motor car with an American Car & Foundry body. It was 55 feet long, weighed 50 tons, and was assigned to the oil-rich Southwest. Power came from a modified steam engine mounted on the front truck. The 250-hp engine was a two-cylinder cross-compound with a 9¼ x 12″ high-pressure cylinder and a 14½ x 12″ low-pressure cylinder. The cylinders drove the front truck's rear wheels with an external main rod in exactly the same fashion as on a larger, multi-wheeled, steam locomotive.

Two 100-gallon tanks in the engine room carried fuel oil while three separate tanks suspended beneath the carbody between the trucks held water for steam generation. Numbered 2552, later 9000, the Alco car was converted in 1917 to passenger-baggage car 1076 and was scrapped in 1948.

Arvid Olsen, a retired assistant mechanical engineer, who saw the evolution of Rock Island doodlebugs through his windows at Silvis shops, recalls that an engineer assigned to a new motor car run "was so proud of the job that he showed up each day in pinstriped overalls, freshly laundered, and the stiffest starched cap I ever saw."

One of the Rock Island's early doodlebugs was a 20-passenger, knife-nosed, gasoline-powered car, built by Stover in 1909 at Freeport, Illinois. Assigned to run between Enid and Anadarko, Oklahoma, it was credited with costing only two cents a mile for fuel and lube oil. Its water-cooled, 6-cylinder engine was rated at 60 horsepower. This car could run either forward or backward at a maximum speed of 30 mph, driven by a 2-inch double-sided chain. Its frame was steel, its body wooden. The car was heated with radiator coils underneath the seats, was lighted at night with acetylene gas, and weighed 12,500 pounds.

Numbered 2553, later 9005, it could run from 300 to 400 miles on its 145-gallon fuel tank. But it seated only 20 passengers, like the old 2550, so its use on a large railroad was unprofitable. The Missouri & North Arkansas bought it in September, 1910.

LATE in 1909 the Rock Island's first McKeen passenger-baggage car, No. 9020, rolled into Chicago from Omaha and was assigned to the run between St. Joseph, Missouri, and Horton, Kansas. It weighed 74,000 pounds, seated 48, measured 58 feet in length, and was powered by a 6-cylinder, 200-hp gasoline engine. The man who operated it was listed as a *motorneer* while the knife-nosed doodlebug itself acquired the nicknames *buzz-wagon, benzine wagon,* and *buzz-saw*. Employes at St. Joseph's Union Station called it the *Blackbird* to distinguish it from the St. Joseph & Grand Island's McKeens, which sported a bright red. The black 9020 was lettered and striped in gilt.

Gasoline-powered McKeens were the butt of many jokes back in the days when steam dominated the railroad scene. A hogger from a rival road, seeing several ears of corn drying in the 9020's engine room, asked sarcastically if the motor ate corn. Another critic wanted to know if the crew had to light the gasoline in order to start the car.

The 9020's interior was finished with mahogany "of the best possible workmanship," with mahogany seat frames and spring cushions upholstered in dark green imitation leather. Soon four more McKeens, 9021-9024, went into Rock Island service. Each was 70 feet long, seated 48 riders, and weighed 40 tons. Each had a 200-hp engine mounted on the front truck, as did all McKeens. Fire destroyed the 9021 in 1911, but the other four, including the 9020, survived into the 1930's, when they were retired after being converted to gasoline-electrics.

One was cut up for scrap. The other three stood for a while on the roundhouse track at El Reno, Oklahoma. After vandals had torn out some of the partitions, which were all cypress, the company sold them to Engr. Oscar Wilkes, who set them on the old icehouse track and hired Harry Lillard to guard them. Lillard was then a fireman cut off the extra board. Sworn in as a sheriff's deputy, he stayed with the old McKeen cars day and night for about three months.

Then Wilkes moved them to their

One of the road's early doodlebugs, this knife-nosed, 20-passenger, gas-powered car was built by Stover in 1909 and it operated in Oklahoma. Although its fuel and lube reputedly cost but 2 cents a mile, the little 2553 was not profitable.

Car 9049, modernized with reclining seats and air-conditioning, went into shuttle service; met mainline trains in Bureau, Ill., and ran into Peoria.

No. 9007, one of the heavily-built cars, is seen at St. Joseph, Missouri, with a mixed train.

present site in El Reno. Years passed. Lillard became an engineer and is now retired. In 1938 he bought the three cars and used their bodies to build the house in which he now lives. The cars remind him of a train. "I guess I'm the only engineer who has a train but can't go anywhere with it," he says.

McKeen cars played an unusual role in the 1910's. Chief clerk W. R. Griggs, currently at Shawnee, remembers how they scared horses when he and his dad were working in fields alongside the railroad track. Some folks likened them to possum bellies because of their unique drop-center entrance. Others called them "Whisky Bobs" because many passengers used a McKeen for bootlegging liquor from Arkansas into dry Oklahoma. One ex-conductor recalls that Indians occasionally rode those cars in what had been Indian Territory.

"I never saw them sit in the seats," he says. "They weren't used to such luxury. They'd sit on the floor cross-legged in the aisles."

Indians and jokes notwithstanding, the Rock Island increased its motor car fleet in 1912 with two General Electric gas-electrics from Schenectady, New York. Numbered 9040 and 9041, each of these 70-foot, 200-hp doodlebugs had GE 8-cylinder V engines that powered two GE 205 traction motors on the front truck. Each car weighed 94,900 pounds, had sharply rounded noses and a 13-foot baggage compartment, and seated 79 riders. They lasted into the 1930's. The 9040 was dismantled in 1937 and the other was sold to the El Dorado & Wesson in 1935.

Thus, beginning in 1907, the CRI&P invested in 11 doodlebugs over a 13-year period and six remained on duty until the mid-1920's, when rail motor car building and operation entered a renaissance. Those six saw many more join the team. But before the real boom of gasoline-, distillate-, and diesel-electric motor cars reached the Rock Island, two small mavericks showed up.

ONE was railbus 9095, built in 1924 by the Cummings Car Co. at Paris, Illinois, and powered by a Mack gasoline engine with a mechanical drive. Weighing 29,000 pounds, this 37-footer seated 22 passengers and was rated at 60 hp. With its limited capacity, the bus saw much of its working days on the lightly patronized run between Enid and Ponca City, Oklahoma.

The engineer sat at the center of the car in the forward part of the spacious baggage compartment. Power was transferred to the 4-wheel rear truck by a drive-shaft that ran back from the motor compartment in front to the rear truck. Like all model ACX Mack cars, this one looked simply like a bus mounted on flanged wheels for rail travel. Retired in 1934, it was dismantled five years later.

The other maverick, a Mack model ACP No. 9050, was delivered to the Rock Island in September, 1925. Pullman built the car-body. Each of its two Mack motors, one mounted on each truck, was rated at 60 hp. The car was advertised as able to pull a trailer with ease, but couldn't even haul itself over the rails with ease; so the CRI&P shipped it back to Mack the following June, and Mack scrapped it in 1930.

Another significant event in 1925 was the conversion, at the railroad's shops in Horton, of the four remaining McKeens from straight mechanical drive to distillate-electrics. Gently curved fronts replaced the sharp knife noses, and the horsepower rating rose from 200 to 275.

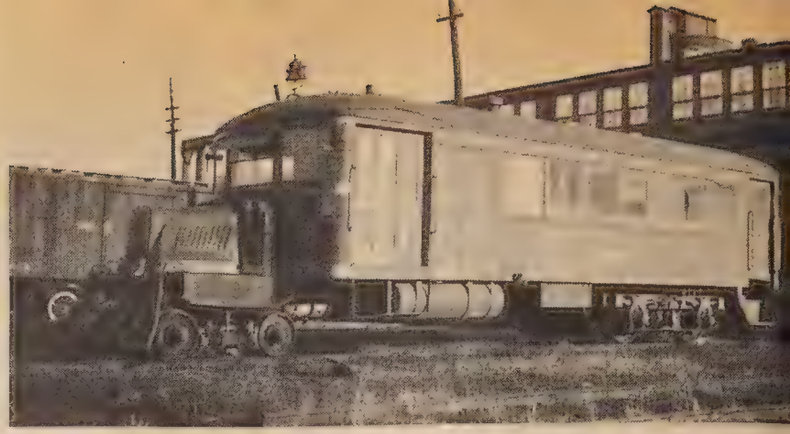
Two years later the Rock Island took two Pullman-built mail cars, 5996 and 5997, and installed in each two Winton, 275-hp, 6-cylinder, distillate engines, mounted a GE traction motor on each of the four axles, and thus ushered in what ultimately became dieselization of the entire railroad system.

True, the Rock Island had the gas-electric GE cars 9040 and 9041, but both were strictly passenger-mail-baggage cars. On the other hand, the two squat 40-foot cars that came out of the Horton shops were strictly motive power—each with a baggage compartment—ready to haul a cut of passenger or *freight* cars. Rated at 550 hp, they were numbered 9000 and 9001.

At the same time, the railroad bought from St. Louis Car Co. five 72-foot, passenger-carrying motor cars. Numbered 9045-9049, each seated 77 riders. They were painted olive green, trimmed inside with mahogany, heated with hot water, electrically lighted, and

No. 9022, a gasoline-powered McKeen car, was later converted to gas-electric.

Old car 9012 has been converted to depot at Ellsworth, Minn.



9095, at Cedar Rapids, looks like a glorified motor truck.

equipped with storm sashes for the winter. Their arrival in 1927, coupled with the conversion of ex-mail car to motor 9000, led to an exhibition tour of all six cars over the system. Writing about this tour, the company magazine stated prophetically:

Each unit is capable of pulling one or more regular passenger cars, thus making it possible ultimately to substitute this character of motive power in place of steam locomotives.

Little did that writer realize, almost half a century ago, how true his words would become. In 1928, eight more 72-foot motor cars arrived from St. Louis, 9050-9057. Each resembled the previous five except that it seated only 42 riders. The next year the CRI&P took three additional mail cars from its 5900 series and converted them, like the 9000 and 9001, into heavier and more rugged motors, with 800 hp. From 5992, 5993, and 5995 they were renumbered 9005-9007. The company magazine described them as "the most powerful in the world." They were not doodlebugs.

These cars likewise performed well. Later that year seven more joined the Rock Island's motive power fleet, making a total of 12 strictly motor cars. Those seven, 9008-9014, were built by St. Louis, with 800 hp and a tractive effort of 42,200 lbs. They had plenty of work to do. No. 9012, for example, was assigned to a local freight run between Cameron Junction, Missouri, and Leavenworth, Kansas, a round trip of 110 miles daily except Sundays. Said the company magazine:

It is not at all uncommon to handle 20 cars with 750 to 800 tons. The writer personally knows of one trip on which the car handled 760 tons over a 1½ percent grade.

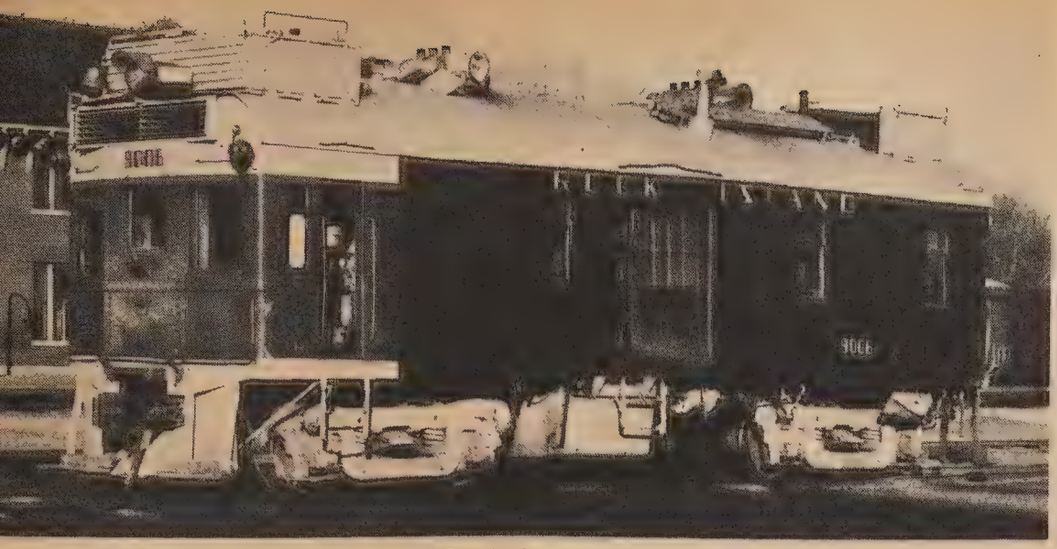
Three of these sturdy motor-only cars survived into the 1960's. Final assignments for the 9006 and 9014 were switching and hauling local freight out of Fairbury, Nebraska, while sister 9013 ended her days as a switch and local freight engine at Bucklin, Kansas.

ALL of the 9005-9014 were converted to gasoline-electrics and finally, with the installation of either Hamilton or Caterpillar diesels, to diesel-electrics. They had dark green bodies with yellow lettering. The St. Louis cars differed from the home-built ones in having a short platform at each end and a flatter roof line.

The cars had sliding doors on their sides. An engineer, alone in one being used as a power unit on an Iowa branch, is said to have broken a rule, letting the engine run by itself while he stepped momentarily to an open side door to enjoy the passing scenery, and was jolted abruptly into a trackside ditch. The train kept jogging along, with no hand on the throttle. When it rolled through the next town without making a scheduled pickup, the crew "pulled the air" from the caboose, stopping it. They found the engineer, irate, embarrassed, and with a scratched face, dourly walking down the tracks.

Doodlebug 9070, built by St. Louis Car Co. and later converted to weed spray vehicle, is used today to destroy rank vegetation on road over which it formerly carried innumerable passengers.

Gas-electric motor car 9046, typical of the fleet of cars built by St. Louis and delivered in 1927-'28, shown here with trailer in service on the Arkansas-Louisiana Division, operating out of Little Rock. The car was 72 feet long. It seated 77 people and had smoking and baggage compartments and engine room, carried 600 gallons of fuel, and had a wide cruising radius of approximately 300 miles.



No. 9006, built in the Rock Island shops and one of the last three motor cars to operate on the system, was eventually downgraded to switching service and was assigned to Fairbury, Nebraska. Note that it has neither front nor rear platform.

Problems of internal-combustion power included training men to operate the new locomotives, together with new safety rules. Rules and regulations dictated where gas-electric cars could be placed in a roundhouse. Parking them next to a live steam locomotive was, of course, taboo. One car, parked this way, was heavily damaged when fire from the steamer ignited gasoline fumes.

Said F. A. Plesser, then CRI&P assistant supervisor of insurance: "It is far better and safer to keep cars outside the roundhouse, even while you make running repairs. When they go into a roundhouse they must be placed on the track next to the bulkhead wall and a safe distance from locomotives containing fire or locomotives undergoing repairs which require open-flame torches."

In 1929 eight more new gas-electric passenger cars completed the road's investment in such vehicles: the 9070 and 9071 from St. Louis, 9090 from Standard Steel Car Co., and 9100-9104 from Cummings. Each was 72 feet long, with an RPO and baggage room in front of the passenger compartment.

Bill Weik, now retired general passenger agent, recalls making a trip through Iowa on a doodlebug in which a baby was born. "At the next town," he says, "we called a doctor, and he took the mother and baby to a hospital. While we were waiting for the ambulance the crew and passengers toasted the family with coffee and milk on the station platform."

The 1920's ended with 27 doodlebugs scurrying over Rock Island branch lines, in addition to the 12 motor-only cars that towed either freight or passenger consists, and the 9095 Mack railbus on its remote Oklahoma duty. Then in 1937, when the Depression was waning, the Rock Island received the first of its six sleek new 1200-hp diesel-electric *Rockets* that President John Farrington had ordered in an effort to give the railroad a new image. Each consisted of a bright red locomotive and three or four lightweight stainless-steel coaches.

Shortly afterward, doodlebugs 9049 and 9090 were modernized. The passenger compartment was air-conditioned, new revolving and reclining seats were installed, and the exteriors were painted red. The cars, christened *Junior Rockets*, were assigned to shuttle duty between Peoria and Bureau and between El Reno and Oklahoma City, meeting all mainline trains.

Other doodlebugs ran all over the system, but as passenger business continued losing ground to the upstart automobile they went into retirement one by one. Some became work equipment, others were sold. Still others were taken off their trucks and dropped to the ground for use as rural stations or switchmen's shanties. The 9070 and the once sleek *Junior Rocket* 9090 were converted to weed-sprayers. Today they help to keep down noxious vegetation on the rights-of-way they once ruled.

BUT doodlebugs didn't end with the passing of diesel-electrics. Since World War II, the railroad made another effort to stem the passenger losses on lightly-traveled lines by purchasing five Budd RDC's. Each was powered by two 275-hp diesels and the baggage compartment was knocked out, providing an extra-large RPO. Wartime advances in mechanical transmissions for tanks and boats had made mechanically-run diesel cars feasible and resulted in the sleek, fluted, stainless-steel Budd cars. The 9002 and 9003, delivered in 1953, were assigned to the Memphis-Amarillo run. Two years later the 9004 joined them. All became known as the *Choctaw Rockettes.*

In 1956 the 9015 and 9016 showed up, with extra fluting on front and rear ends, and were put into trains 27-28

9012 passes an Iowa City service station on track leading to lumber company switching job.

Gleaming stainless steel of doodlebug No. 9004 reflects the station lights in this night scene which the author photographed at El Reno, Oklahoma.

south out of Kansas City. These cars were hauled in regular passenger trains to Enid, then were cut loose for the solitary long trip to Fort Worth. The motors had to run even while the cars were towed as trailers to provide power for light and air-conditioning.

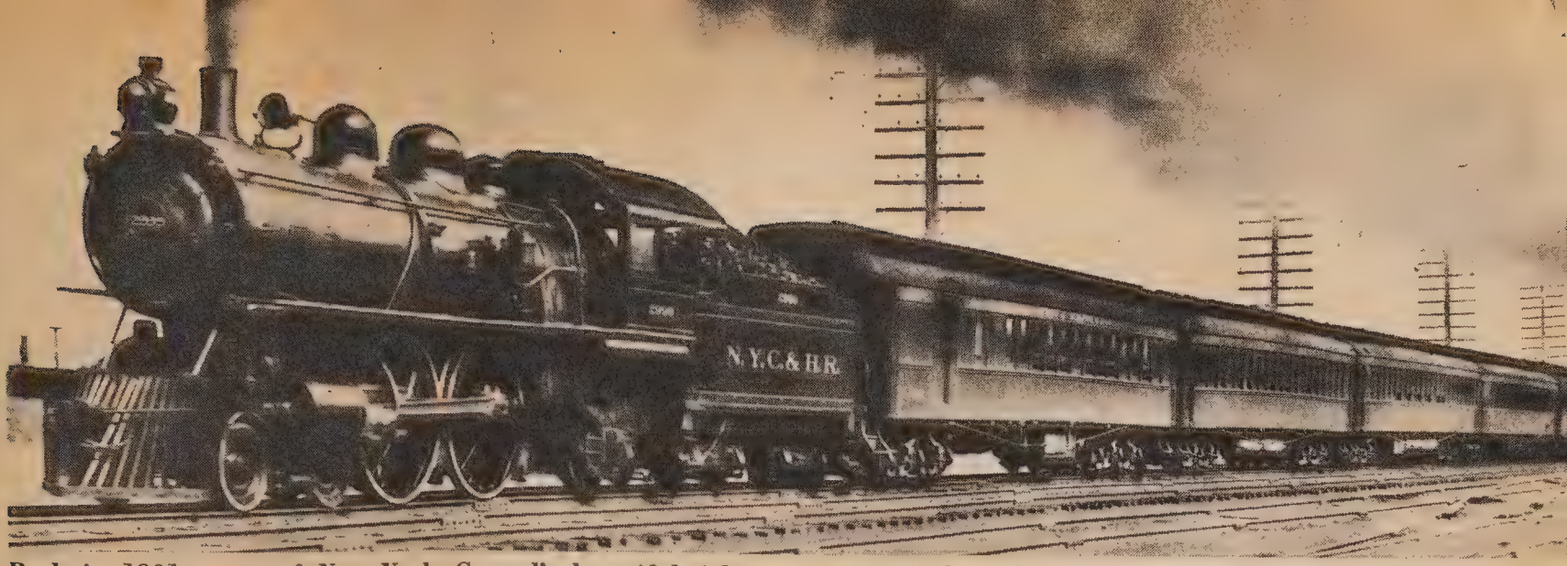
At length time ran out even for these speedsters. The trains on which they ran were discontinued because of failing patronage. Three of the Budd cars were converted to combination baggage-passenger trailers; a fourth has been partially rebuilt as a baggage-RPO car, and the fifth, 9015, is still stored "serviceable" at El Reno.

Thus ended the Rock Island's doodlebug era, during which a total of 51 separate self-propelled cars ran over the system. The diesel locomotives, GP-35's and U-25-B's, that rush freight today between Denver, Tucumari, and Chicago are a far cry from the 9000 of long ago, but the principle is still the same: an internal-combustion engine running a generator that powers traction motors mounted on the axles. That pioneer 9000 really sired a revolutionary family. ●

No. 9090 is seen at El Reno shops in process of being converted to weed spray WS-10. This vehicle was built in 1929 by Standard Steel Car Company. Later it was modernized, painted red, and assigned to service as a *Junior Rocket*.

Chronology of All Rock Island Motor Cars

car	builder	built	hp	power	disposition, other notes
2550 (9010)	Pullman-FM	1907	30	gasoline	dismantled at Biddle, Ark., in August 1913.
2551 (9015)	Ry. Auto Car	1907	80/250	steam-Ganz	converted to pass.-bag. car 1077, Mar. '17. Dismantled Dec. '43.
2552 (9000)	Alco	1908	250	steam	conv. to pass.-bag. car 1076 Mar. '17; dismantled March, 1948.
2553 (9005)	Stover	1909	60	gasoline	sold to M&NA Ry., Sept. '10.
9020	McKeen	1909	200	gasoline	conv. to dist.-elec. 1926; retired Feb. '37; body in El Reno, Okla.
9021	McKeen	1910	200	gasoline	destroyed by fire Geary, Okla., Dec. '11.
9022	McKeen	1910	200	gasoline	conv. to dist.-elec. 1925; retired Feb. '37; body in El Reno.
9023	McKeen	1910	200	gasoline	conv. to dist.-elec. 1925; scrapped May, '37.
9024	McKeen	1910	200	gasoline	conv. to dist.-elec. 1925; retired Feb. '37; body in El Reno.
9040	Gen. Elec.	1912	200	gas-elec.	dismantled Aug. '37.
9041	Gen. Elec.	1912	200	gas-elec.	sold to El Dorado & Wesson RR., Apr. '35.
9095	Cummings	1924	60	gas-mech.	had Mack engine; scrapped June '39.
9050	Mack	1925	120	gas-mech.	body by Pullman; returned to Mack 1926; scrapped by Mack 1930.
9000	Rock Is.	1927	550	dist.-elec.	ex-mail car 5996, conv. to gas-elec. Feb. '39; dismantled April '49.
9001	Rock Is.	1927	550	dist.-elec.	ex-mail car 5997, conv. to gas-elec. April '37; dismantled Oct. '58.
9045	St. Louis	1927	275	gas-elec.	conv. to work car June '52; sold Sept. '54.
9046	St. Louis	1927	275	gas-elec.	dismantled Nov. '48.
9047	St. Louis	1927	275	gas-elec.	dismantled Nov. '51; body at Hebron, Neb., as depot.
9048	St. Louis	1927	275	gas-elec.	dismantled Nov. '48.
9049	St. Louis	1927	275	gas-elec.	destroyed by fire at Newby, Tex., Sept. '50.
9050	St. Louis	1928	275	gas-elec.	dismantled Mar. '59; body used as Avoca, Iowa, depot.
9051	St. Louis	1928	275	gas-elec.	conv. to work car 96162 June '52.
9052	St. Louis	1928	275	gas-elec.	conv. to mail-bag. car 56 Apr. '48; dismantled Aug. 1954; body set at Ft. Worth for car inspectors.
9053	St. Louis	1928	275	gas-elec.	conv. to mail-bag. car 63 May '45; dismantled in November, 1948.
9054	St. Louis	1928	275	gas-elec.	conv. to pass.-bag.-caboose 54 Mar. '45; scrapped June '57.
9055	St. Louis	1928	275	gas-elec.	conv. to pass.-bag.-caboose 55 Apr. '45; dismantled June '58; body used as depot Guthrie Center, Iowa.
9056	St. Louis	1928	275	gas-elec.	dismantled Dec. '51; body set at Crystal Lake, Iowa, as depot.
9057	St. Louis	1928	275	gas-elec.	conv. to work car 96163 Sept. '52.
9005	Rock Is.	1929	800	dist.-elec.	ex-mail car 5992, conv. gas-elec. July '37; diesel installed Mar. '47; dismantled Dec. '57.
9006	Rock Is.	1929	800	dist.-elec.	ex-mail car 5993, conv. gas-elec. Apr. '37; diesel installed Jan. '40; dismantled December '64.
9007	Rock Is.	1929	800	dist.-elec.	ex-mail car 5995, conv. gas-elec. July '37; diesels installed Jan. '40; sold to Luria Bros., Oct. '58.
9008	St. Louis	1929	800	dist.-elec.	conv. to gas-elec. Mar. '37; destroyed by fire Avoca, Iowa, Aug. '49.
9009	St. Louis	1929	800	dist.-elec.	conv. gas-elec. June '37; diesel installed Mar. '42; dismantled Feb. '58.
9010	St. Louis	1929	800	dist.-elec.	conv. gas-elec. June '37; diesel installed Nov. '41; sold to Luria, Oct. '58.
9011	St. Louis	1929	800	dist.-elec.	conv. gas-elec. Aug. '37; diesel installed Aug. '46; sold to Luria, May '59.
9012	St. Louis	1929	800	dist.-elec.	conv. gas-elec. July '37; diesel installed Sept. '50; dismantled July '59; body used at Ellsworth, Minn., as depot.
9013	St. Louis	1929	800	dist.-elec.	conv. gas-elec. Mar. '37; diesel installed Dec. '40; sold Mar. '64.
9014	St. Louis	1929	800	dist.-elec.	conv. gas-elec. Aug. '37; diesel installed Feb. '51; dismantled Dec. '64.
9070	St. Louis	1929	400	gas-elec.	diesel installed 1948; conv. to weed-spray 95270 Sept. '59.
9071	St. Louis	1929	400	gas-elec.	diesel installed 1948; dismantled Oct. '59.
9090	Standard	1929	400	gas-elec.	diesel installed 1941; other diesel installed '54; conv. to weed-spray WS10, 1965.
9100	Cummings	1929	240	gas-elec.	dismantled Apr. '47; body is switchman's shanty in Joliet.
9101	Cummings	1929	240	gas-elec.	conv. to pass.-bag.-caboose 53 Sept. '43; dismantled Sept. '53; body set at Silvis for car inspectors.
9102	Cummings	1929	240	gas-elec.	conv. to pass.-bag.-caboose 52 June '43; conv. to work car 96165 Nov. '52.
9103	Cummings	1929	240	gas-elec.	conv. to pass.-bag.-caboose 50 Oct. '42; scrapped May '57.
9104	Cummings	1929	240	gas-elec.	conv. to pass.-bag.-caboose 51 April '43; retired July '54; body set off at Biddle for car inspectors.
9002	Budd	1953	550	dies.-mech.	converted to coach-RPO 902 in 1965.
9003	Budd	1953	550	dies.-mech.	converted to coach-RPO 903 in 1965.
9004	Budd	1955	550	dies.-mech.	converted to coach-RPO 904 in 1965.
9015	Budd	1956	550	dies.-mech.	this doodlebug is now stored in serviceable condition at El Reno, Oklahoma.
9016	Budd	1956	550	dies.-mech.	being converted to RPO-baggage car.



Back in 1901, some of New York Central's beautiful Atlantic types, including this one (No. 2999 on the *Empire State Express*), were referred to as "Gibson girls" from the vogue of feminine charm created by the artist Charles Dana Gibson.

Steam Locomotive Nicknames

BY FREDERICK WESTING

NAMING locomotives individually or collectively goes back to railroading's earliest days. George Stephenson's famous winner at the Rainhill trials in 1829 was named the *Rocket* and even before that, in 1813, due to the sound of her exhaust, William Hedley's locomotive was called *Puffing Billy*. On primitive American railroads we had the *Tom Thumb,* the *Stourbridge Lion,* and the Pennsy's famed *John Bull,* all three of British origin.

Many names represented whole classes to show the technical differences between them. Particularly was this so in Great Britain, where we find *Dukes, Saints, Stars, Castles, Kings, Brittanias, Merchant Nav's,* and so on. But nicknames stemmed from various sources, favorable or otherwise, usually depending upon the engines' size or performance. From a batch of locomotives of the same type and built by the same company an outstanding performer and occasionally a dud would turn up. Fashioned from identical specifications and drawings, with detail parts minutely checked during the building process and afterward, one engine could be exceptionally fine while another might be a "poor steamer" or often "run hot."

Back in 1894, the year of the Pullman Strike, the Richmond Locomotive Machine Works in Virginia (later an Alco subsidiary) built a two-cylinder compound Ten-wheeler, No. 2427, to demonstrate its compounding system. High- and low-pressure cylinders measured 19 and 31 inches respectively, with a 24-inch stroke. All auxiliary equipment was of the best, including an electric headlight at a time when most roads were still using kerosene headlights.

Engine 2427 was created to follow the trend set in 1891 by Baldwin, which had sent its four-cylinder Vauclain compound 4-6-0, No. 82, on tour over many railroads. As the 82 had aided greatly in selling Vauclain compounds, Richmond officials thought their compound deserved a similar break. Among the systems the 2427 journeyed over were the Rock Island, the Chicago & North Western, the Milwaukee, and even a few in Europe. Because of this "knight of the road" activity she picked up the nickname "Richmond Tramp," ending her days in 1924.

Back in 1901 a group of the finest-looking Atlantics to grace America's shining rails appeared on the New York Central. Their neat, well-proportioned lines earned the sobriquet "Gibson Girls," from the vogue of feminine charm originated by the artist Charles Dana Gibson. The speedy but less powerful 4-4-0's on the Central's best trains were soon replaced by Alco-built 4-4-2 Gibson Girls. One of the prettiest of them, No. 2961, wheeled the *20th Century Limited* out of Grand Central. But not long afterward the Central began catering to the bulkier Pacifics and relegated the Gibson Girls to branch lines.

In 1904 St. Louis drew vast crowds to its Louisiana Purchase Exposition. Among the attractions there was a display of locomotives from the United States and several countries in Europe, including Great Britain. One of the most impressive was a giant 0-6-6-0, No. 2400, an articulated compound built by Alco for the Baltimore & Ohio. Designed by John E. Muhlfeld, B&O's top locomotive man at the time, in collaboration with Alco's Carl J. Mellin, she was the first Mallet to run in this country. Mr. Muhlfeld told your author that he had quite a job selling this idea and that the design was torn off the drawing board three or four times before a final agreement was reached.

No. 2400 did a fine job on the road, setting a precedent that resulted in the use of many Mallets on the B&O and other railroads. Affectionately given the name "Old Maud," she made a hit at the B&O Fair of the Iron Horse in 1927.

MEANWHILE the Lake Shore & Michigan Southern, which had numerous long tangents, used Alco-built J class 2-6-2's and they did such a fine job on the Central's crack trains that they took the Pennsy's eye. At that time the Keystone Road was handling its finest passenger runs with Atlantics, but in 1905 it had Alco build two class J-28 Prairies from designs based on the LS&MS racers.

One, No. 7453, went to work west of Pittsburgh, while the other, No. 2761, was assigned to the New York Division. That latter was the Pennsy's first passenger engine to use Walschaert gear in combination with piston valve cylinders while the 7453 had Stephenson link motion with piston valve cylinders.

With a boiler larger than the Pennsy's Atlantics and a higher-pitched center line, shorter top mountings were called for. This by comparison gave her a bigger look and thus No. 2761 was nicknamed "Big Liz." In her early days 2761 handled some of the Pennsy's best. But the J-28's were not fated to

dethrone the Atlantics. Inasmuch as they cost so much to build and maintain, the Pennsy did not want any more of them. No. 2761 wound up in snapper service on the big hill to Gallitzin, Pa., helping trains up and around Horseshoe Curve. By 1920 she was out of service. Her western counterpart, No. 7453, eventually was reduced to local passenger runs before being scrapped.

Pressing need for really big power became apparent on the Pennsy shortly after the Prairie types appeared. Especially was this so west of Pittsburgh. Longer trains and the fact that steel cars would soon replace those of wood, with speedier schedules, stressed the need for an engine surpassing the Atlantics and Prairies.

Under the guidance of David F. Crawford, one of the Pennsy's greatest motive power men, Alco's Pittsburgh Works outshopped the road's first big Pacific, No. 7067, class K-28, in 1907. With a boiler diameter of 6 feet, 10 inches at the smokebox, she far exceeded in size all other passenger locomotives on the Keystone Road and her mammoth proportions gained her the odd nickname "Fat Annie." From the start she proved a success, serving as a base engine for the K2 and K3 classes.

In 1910 Baldwin built an interesting group of class 1480 Atlantics for the Santa Fe. These engines featured the Baldwin four-cylinder balanced-compound system of steam distribution. Many Santa Fe engines were classed by the road number of the first of a series, with No. 1480 leading the pack.

Some unusual items figured in their construction. Fireboxes of the Jacobs-Shupert type of corrugated side sheets eliminated staybolts except at the tube sheet and backhead. A reheater of the Buck-Jacobs type took the place of a superheater. There were two steam domes, with a sandbox between them. Steam entered the rear dome and was carried in two internal 5-inch dry pipes to the forward dome. There the throttle valve fed it to an outside steam pipe atop the boiler, and thence it went to the valve chests. Other external piping was required for the reheater.

Another oddity was the reversing links of the Walschaert gear facing backward, as did the eccentric rods. Even then higher-than-average boiler pressure was routine on the Santa Fe; 220 pounds to the square inch and 73-inch drivers developed a tractive force of 23,800 pounds.

THEODORE ROOSEVELT decided to run for the Presidency again in 1912, on an independent party ticket. When asked how he felt, Teddy answered, "Like a bull moose." This created a symbol to compete with the Democrat donkey and the Republican elephant. Teddy was popular with many railroaders; he often stopped and spoke to engine crews on his rail trips and posed for photographs in locomotive cabs, as a result of which the 1480 class engines became known as Bull Mooses. All were eventually scrapped.

In due time the Santa Fe streamlined one of its Hudsons, No. 3460. Her shapely contour prompted the men to dub her "Mae West". But as with many such beauties, the streamlining was removed and Mae West finished her days in a plainer format.

One of the most brilliant names in steam locomotive design was Alco's Francis J. Cole. By 1910 American railroads were getting some big Pacifics. Cole wanted to produce something exceptional with this wheel arrangement, so he designed—and in July, 1910, Alco built—a huge Pacific that left her imprint on American power for many years. Alco gave her the road number 50,000, for she was its 50,000th locomotive.

Cole's main idea was to get the utmost power for every pound of weight. This called for a top-notch boiler, for rapid and steady steam generation, and supersize, and it posed the problem of how to put such a boiler on the chassis of a Pacific. Cole did this in several ways. By using cast-steel cylinders—said to be the first in the United States—with outside steam pipes, he lopped off more than two tons of dead weight as compared with conventional cast-iron cylinders of similar power. One large air reservoir between frames supplanted the two drums which were usually used, thus cutting weight a bit more. Through the use of vanadium steel in vital parts, he gained additional strength with less weight. A pressed-steel combination pilot and bumper saved another 1,500 pounds.

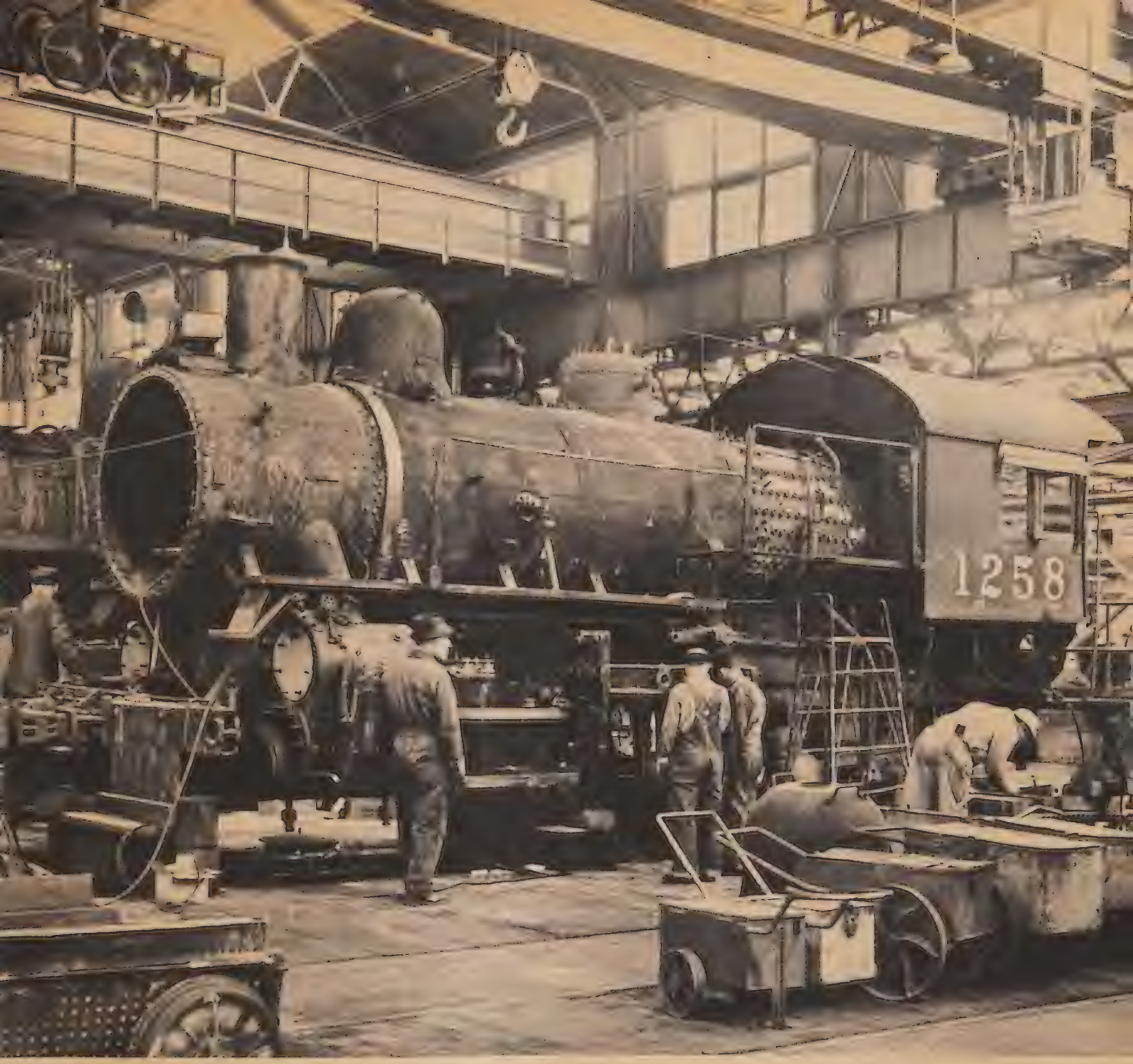
No. 50,000 worked for various railroads, performing well. On the New York Central she was even entrusted with the *20th Century* and other top-name trains. In September, 1912, she was sold to the Erie, which renumbered her 2509. Prior to that time she carried the road number 50,000. One night a hogger arrived at a roundhouse to take out a fast express with the 50,000. After one look at that bunch of noughts he spluttered, "What in 'ell 'am I taking out—a boxcar?" And "Boxcar" she became to many railroad men. In 1949 she was retired and the following year was scrapped after nearly forty years of service.

Did Cole's approach to a super-Pacific pay off? Yes. No. 50,000 developed 2,216 indicated horsepower in road service continuously for every 124.1 pounds of locomotive weight. Her performance threw light on future possibilities along this line regarding maximum economy and capacity for an engine's size.

In 1914, although Europe was plunging into war, great things were happening at Altoona. Eighty of the greatest Atlantics ever known—class E6S—were built there after years of development. One of them, No. 460, made history with the "Lindbergh Special" that ran between Washington, D.C. and Manhattan Transfer, N.J., in 1927, attaining 115 mph. This E6 proudly bore the title "Speed Queen." Years before that, another E6, No. 425, was dubbed the "Four and a Quarter," which Pennsy men said was all she was worth in dollars and cents, because of.

Photo by Robert F. Collins (Erie-Lackawanna train dispatcher)

Utah run 20 years ago: No. 4007, one of the Union Pacific's famous "Big Boys."



Like other steam locomotive backshops, the Southern Pacific shops at Sacramento were complicated, noisy, and greasy. Photo by Richard Steinheimer of an 0-6-0 being overhauled is taken from a new book, *Western Trains* (reviewed on page 50).

her poor steaming and hard riding. Strangely enough, she was regularly assigned to the westbound *Broadway Limited*. Apparently the Pennsy liked to do things the hard way.

ALSO from Altoona came the Pennsy's first Mikado, No. 1752, followed by the first K4S Pacific, No. 1737. But although no more K4's were built until 1917, Mikes were coming out of the famous Juniata Shops on a mass production scale in 1916 and toiled mightily up the 12-mile hill westbound to Gallitzin summit. The men christened these 2-8-2's "Lollipops," possibly due to their impression of length—like a lollipop stick—heightened by the extra pair of drivers under the boiler as compared to a K4.

It was the first time the Pennsy arranged for interchangeable boilers between freight and passenger power. Not only the extra pair of drivers but a trailing truck omitted on the Consolidations gave an appearance of length. Then again the L1S classification, if filled in, could produce the word "lollipops," and some of us think that this prompted the name.

In 1916 engine No. 790, built at the Juniata Shops, represented a radical change in Pennsy locomotive practice for merchandise service. With No. 790 the road introduced the 2-10-0. These engines were of the low-speed "drag freight" variety. Because of their enormous boilers, larger than those of a Mike or K4, they were nicknamed "Hippos."

When operating in full forward gear, the steam was cut off at 50 percent of the piston stroke; that is, live steam stopped entering the cylinders when the piston had passed the mid-stroke position. This unusual technique was known as the "limited cut-off." It called for big 30½x32 inch cylinders to develop tractive force to match their heavy adhesive weight. Their starting tractive force was 90,000 pounds. All this

made for efficient operation, as the steam's expansive force was applied in full gear at low, or drag-freight, speed for which they were built. Proof of this was shown when an L1S Mike at seven mph used 31.3 pounds of steam per horsepower hour as measured against 19.5 pounds for the Hippo under identical conditions. Ultimately Baldwin created 475 of them and PRR built 123.

World War 1 brought nicknames to two groups of American engines: "Bolsheviks" and "Pershings." The former consisted of 100 five-foot-gage Decapods ordered by the Imperial Russian Government, a government taken over by the Bolsheviks before the engines were scheduled for overseas shipment. All of the 100 remained in the U.S.A. and were operated on American roads.

The Pershings were 150 Baldwin-built Consolidations, named for Gen. John J. Pershing, commander of the American Expeditionary Force in France, where they served the doughboys. These 2-8-0's basically followed a design developed by Baldwin for the British Government and were suitable for service on French railways. Main difference between them was that the Pershings had superheaters; the British engines did not. The Pershings were a prolific breed. After the war, Baldwin was shipping out 300 Consolidations a month. Who said steam locomotives couldn't be mass produced?

THE YEAR 1926 saw Baldwin build its 60,000th locomotive, Sam Vauclain, the company's dynamic president, decided to create something special for the occasion. He had won fame for Baldwin and himself with four-cylinder compounds and always liked this type. So he settled on a 4-10-2 three-cylinder compound with a water-tube firebox—this latter detail to accommodate more safely the high steam pressure of 350 pounds.

Steam was first fed to a central, or high-pressure cylinder which, by an inside main rod and counterbalanced cranked axle, operated the second pair of drivers. The exhaust steam from this cylinder then passed to the two outside low-pressure cylinders which drove the third pair of drivers by outside main rods. Steam from those two cylinders exhausted into the stack after passing through two outside steam pipes normally used for the entrance of live steam on conventional locomotives.

No. 60,000 was the road number of this engine. Unlike No. 82, which had helped to sell many Vauclain compounds, this so-called "Baldwin Boomer" fell short of the goal. No duplicate was ever ordered. Today she rests in silent dignity at the Franklin Institute in Philadelphia.

With the debut of New York Central's 4-6-4 Hudsons in 1927, a boost was given to the six-coupled wheel arrangement. The Pennsy was still sticking to its K4's but liked Pacifics and thought it could match the Hudson with a sort of super-Pacific. Fred Hankins, PRR motive power chief, set out to do just that. From his road's decapod he borrowed the boiler size, and from the M1A he took the large one-piece casting that included the cylinders and valve chambers. The cylinder size, 27x30 inches, and boiler pressure of 250 pounds also were adapted from the M1.

These engines were designed at Altoona and known as class K5. One of them, No. 5698, built at Altoona, had Walschaert gear with the live steam cutting off at about 67 percent in full gear, The other, No. 5699, built by Baldwin, had the Caprotti gear. Oddly enough, both engines were hand-fired until the ICC ruling on stokers became effective.

When these locomotives went into regular Pennsy service about 1929, some newspaper publicity was being given to a controversial issue between the American General Butler and the Italian Benito Mussolini. It wasn't long before the Walschaert-geared 5698 was being called the "General Butler" and the 5699, with an Italian Caprotti gear, the "Mussolini."

Both K5's gave out with 54,675 pounds of tractive force, beating that of Pennsy K4's and even the Central's pet Hudsons, despite the use of a booster—which the K5's omitted. With about 70,000 pounds on each pair of drivers, the K5's operational field was restricted and they finished their days running between Baltimore and Harrisburg, with both engines using Walschaert gear.

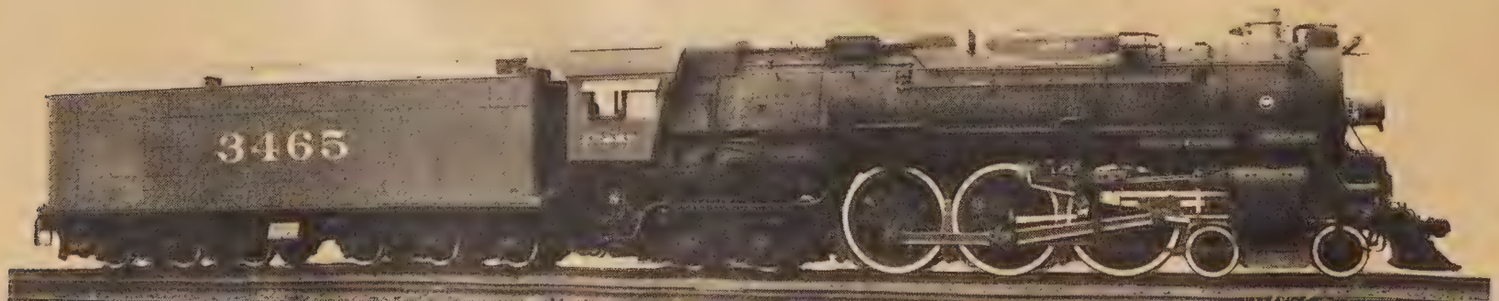
UNION PACIFIC received 20 articulated simple-expansion 4-8-8-4's from Alco in 1941, and another five in 1944. These were the largest steam locomotives ever built—except, perhaps, for the Beyer-Garratts—and because of their gargantuan size were commonly called "Big Boys." With 7,000 hp., a weight of 762,000 pounds without tender, and a hefty tractive force of 135,375 pounds, they deserved the nickname.

Those Big Boys, unassisted, trundled mile-long freight trains over the road at a mile-a-minute clip and, if necessary, could hit 70 to 80 mph. On her first run a Big Boy wheeled a ponderous freight train that normally was doubleheaded. She ran 506 miles, arriving a full hour ahead of schedule! Their main field of operation was between Ogden, Utah, and Green River, Wyoming, where steep grades are a constant barrier to the movement of heavy tonnage. Without doubleheading, the Big Boys successfully pulled those massive trains on one of the most rugged of all runs. You can see a Big Boy today in Steamtown U.S.A. at Bellows Falls, Vermont.

Railroad operation in southeastern Wyoming, especially over the trouble-making Sherman Hill, has always been a challenge. Climbing to a height of 8,014 feet above sea level, where the air is rarified, invariably tried the mettle of Union Pacific's best steamers. The late Otto Jabelmann, vice president of the road in charge of motive power, in conjunction with Alco, produced a locomotive design that in 1942 was built and placed in service on the road in quantity. This was planned to handle both freight and passenger traffic on Sherman Hill. Not quite as massive as Big Boy, she was built for greater versatility. Though Big Boy could tackle passenger trains at speed, this new 4-6-6-4 articulated type was specially aimed for dual service, with no favors asked of grades or load. They performed well and with ease.

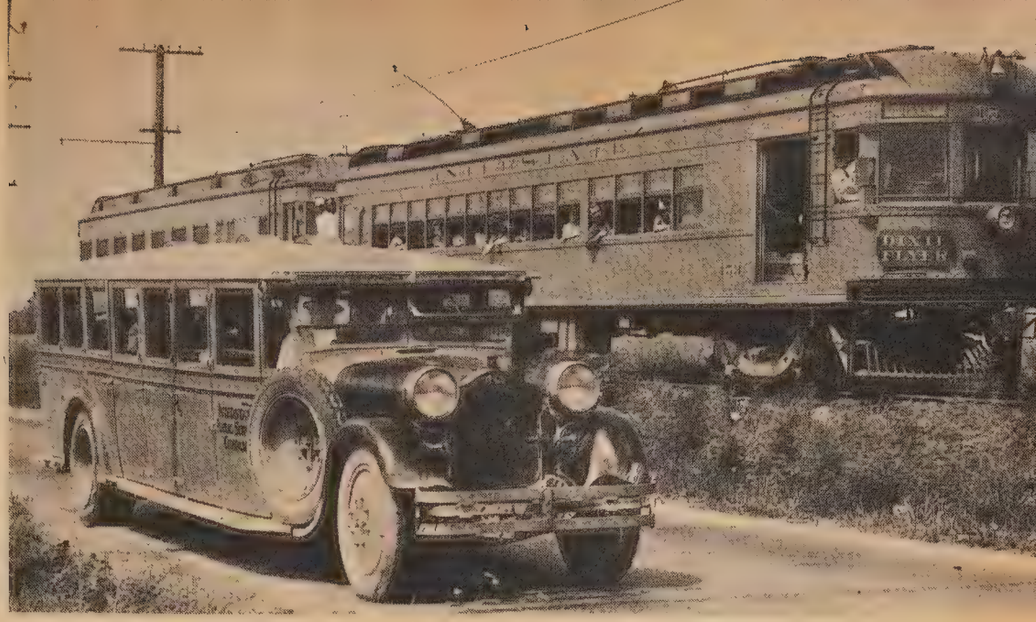
What could be a more suitable name for such a locomotive design than "Challenger," whose mission was to challenge the grueling grades with fast tonnage freights and high-speed passenger trains of more than 1,000 tons? Tractive force was 97,350 pounds. Like Big Boys, the Challengers sported 14-wheel centipede tenders with room for 25,000 gallons of water and 28 tons of good coal. Boasting 280 pounds of boiler pressure, they ran at 70 mph. in dual service operation, taking in stride the toughest that the UP could throw at them. These locomotives started as Challengers but became Champions. ●

A Santa Fe Hudson type, built by Baldwin. One of these, No. 3460, was streamlined curvaceously and dubbed "Mae West."



Steve Maguire's

TRANSIT TOPICS



Buses ran alongside Indiana and Kentucky interurban rail routes many years ago.
Industrial Photo Service, 25 McKown Rd., Albany 3, N.Y.

WE SEEM to be coming around full cycle. At long last, there is a renewed interest in the old interurban routes that were abandoned years ago because of competition by motor vehicles on public highways. Now, these vehicles, in many cities where they drove the traction lines, out, have multiplied to such an an extent on the freeways that the public needs new, fast, rail service free from the intolerable rush-hour jams.

Stephen D. Maguire

Chicago Transit Authority's *Skokie Swift* extension along 5 miles of abandoned North Shore Line interurban tracks has been most successful. Plans for an additional five-miles have been stalled only because towns along the route could not pay what a competing railroad asked for the right-of-way.

A good example of the present trend is found in a recent story in the *Louisville Times* of Kentucky, in which William Greider writes:

History has played an expensive joke on Louisville. Sixty-five years ago a rapid transit system was developed here at considerable cost. Its electric rail cars linked downtown Louisville with several dozen suburban communities.

Then the automobile came along, and the competition was too much. The interurban lines floundered and perished . . . Today, public officials are pondering the possibility of vast expenditures for—guess what? A rapid transit system.

"I think we're coming about full-cycle on this thing," says Jack W. Quick, city works director. "It's a darn shame that the old interurbans didn't survive."

The city planners figure that a rapid transit system might persuade people to leave their automobiles at home when they go downtown. The irony is that just the opposite happened 35 years ago, killing the Louisville & Interurban that had operated 7 different interurban routes to the suburbs. The Indiana Railroad also ran south from Indianapolis to Louisville, about 110 miles with its *Dixie Flyers* making the trip at high speed.

Said Harry L. Swain, president of Blue Motor Coach Co. (which opened several bus routes along interurban lines): "At the end they had their fares up pretty high, and their equipment and tracks were in pretty bad shape. We started operating and charging a cheaper fare, as we could run buses a lot cheaper than they could run big interurban cars."

So the L&I's seven routes were abandoned to competing buses, between 1931 and 1935, and the Indianapolis line of the Indiana Railroad gave up in 1939.

Turning now to the State of Washington, a go-ahead has been given for a 20-mile rail rapid transit system from North Seattle through the downtown area to Bellevue on the east side of Lake Washington. Traffic consultants DeLeuw, Cather & Co., who approved the route, estimated its cost at $171 million. This firm chose the northern terminus at Fremont Avenue North and North 110th Street for a proposed route because it is on the old Seattle-Everett Interurban right-of-way (of the abandoned North Coast Lines). The terminal is designed to allow for future extensions to the north along this route. Seattle City Light now owns the old right-of-way and could make it available at low cost for rapid transit.

For the foregoing two items we thank Bill Gordon, 811 Garson Ave., Rochester, N.Y., and George R. Llewellyn, Jr., P.O. Box 13, Silverdale, Wash.

WAR in Vietnam is partly responsible for a delay in laying the rapid transit tube under San Francisco Bay. Directors of the Bay Area Rapid Transit District rejected a bid—the only one— for sinking a 122-foot caisson in the bay offshore from the Ferry building. To the dismay of BARTD directors, the lone bid was more than double the original estimate of $2 million. The Pacific Coast Division of Bethlehem Steel submitted that bid $4,057,975.

The steel structure, equivalent in size to an 11-story building, will permit the contractor to work beneath the water.

Arnold C. Anderson, BARTD director and chairman of the engineering committee, blamed the disappointing bid in part on uncertainty "about the Vietnam escalation." The war build-up, Anderson said, could result in the "possibility of a steel shortage and higher steel prices."

Collection of Stephen D. Maguire, P.O. Box 51, Belmar, N.J.

Interurban car 53 used to run out of Seattle, Wash., on the North Coast Lines.

CHICAGO city government was granted a $1 million loan by the Community Facilities Administration of the Federal Government for a one-year study of the possibilities of building a new downtown subway system to replace the old Loop elevated. The request for the loan was made in conjunction with the Chicago Transit Authority.

"We must improve our mass travel

facilities if Chicago is to continue as a great city," says Mayor Richard J. Daley. "Financing subway construction is a major question."

AN ADVANCE request from Central Electric Railfans Association P.O. Box 503, Chicago, Ill. 60690, for hard-to-get photos to be used in its 1967 *Bulletin 110* covering trolleys of West Virginia and the coal regions of western Pennslyvania, discloses a fact not generally known.

The Pittsburgh suburban area years ago had a few small trolley lines that never became part of larger systems. Even today, photos and details on these lines are lacking. Most of the lines ceased operation without fanfare, in or before the early twenties. There is a serious question whether *any* photos at their cars were ever taken. We urge fans who have such views to write us.

Among the lines, now so elusive photographically and historically, were the Irwin-Hermine Traction Co. that ran for 5 miles south from Irwin, Pa., using 5 trolleys, including a small express car. This line connected with West Penn Railways, which had a large traction network near Pittsburgh. Another evasive line, Westmoreland County Ry., owned 3 cars and ran for 7 miles north from Latrobe, Pa., where it connected with the West Penn, to Derry, Pa.

Even less known, if that is possible, were two short independent trolley lines at McKeesport, Pa., One was the Port Vue Street Railway, built in 1907. It ran from the 15th Street bridge in McKeesport for 1½ miles to Port Vue Heights, a real estate development, using two little yellow and green cars, but lasted hardly ten years.

In the same area Highland Grove Traction Co. built a 2-mile trolley line to North McKeesport and operated 3 cars. This line lasted into the twenties.

Only a mile to the west and across the Monongahela River, another trolley line, the Duquesne & Dravosburg Street Ry., operated a 4-mile route south from Duquesne, crossing under the McKeesport route of the Pittsburgh Railways to Dravosburg. Evidently it had only 2 trolleys.

Also difficult to find are views of an isolated 2-mile route of West Penn Railways that ran southwest of Pittsburgh from McDonald to Oakdale, Pa., far from the main lines. It, too operated only a couple of cars. Thus in the Pittsburgh area were 6 interesting trolley lines that have long been forgotten.

Trolley Museum News

ANOTHER traction operation may begin this summer. We refer to the Illinois Railway Museum, which for years had a static display of equipment stored at North Chicago, near the North Shore Line's right-of-way but which began last fall to build an operating trolley line at its new location, Union, Ill., to which it has moved its exhibits.

From IRM *Rail and Wire* we learn that the line, a mile long, is being built on an old roadbed that extends 5 miles southwest of Union City limits. Two trolleys have been selected to start the operation when the track is ready. They are Illinois Terminal lightweight 415 and Milwaukee city car 972. Later on, others of the more than 30 pieces owned by IRM will be added to the active list.

For a station and parking area, 26 acres of land adjacent to the right-of-way at Olsen Road have been purchased on a long-term loan, with options taken for additional land. Cost was relatively high, as this is good farmland.

IRM does not restrict its museum to trolleys but is acquiring other types of transportation vehicles to attract visitors of many interests. Included is an 0-4-OT Vulcan steam locomotive donated by American Creosote Works, from whom IRM bought its line poles; a 4-wheel gasoline motor, privately donated; and a "Russian" Decapod, donated by Eagle-Picher Co. of Miami, Oklahoma.

Richmond & Chesapeake Bay car coming into Richmond, Va., at Laurel and Broad streets over mile long viaduct, about 1910. Line was intended to run to Washington, D.C., but never extended past the town of Ashland, Virginia.
Valentine Museum, Va. State Library

Trackless trolleys aso are being added to the museum collection. A 1937 Brill Chicago Surface Lines trackless trolley No. 192 and the remarkable articulated trackless 9763, over 57 feet long and seating 58 passengers, were presented by three Chicago men, along wth a 1941 St. Louis trackless trolley that ran in Milwaukee until 1962.

Milwaukee & Suburban Transport Co. added another trackless vehicle, Marmon No. 441. The fourth trackless exhibit came from Cleveland, where it ran as No. 874. Pullman-Standard built it for the United Electric Ry., on which it was No. 1418. The Omnibus Society of America, with headquarters in Chicago, donated this bus to the museum.

Annual dues for active IRM members, $12; associates $3. Readers who want to join may contact the secretary, Box 165, Union, Ill. 60180.

A NEW location has been found for the National Capitol Historical Museum of Transportation, Inc., which plans to build an operating trolley line a mile long near the District of Columbia. Years ago it bought a right-of-way at Lake Roland, Md. Local residents objected and the museum lost out in a zoning fight. The new location is in Northwest Branch Regional Park in

Jim Bradley, Mounted Route, Mt. Holly Springs, Pa. 17065
Rainy night in Mexico City. Recent shot of car on the *Servico de Transportes Electricos* at Avenue Hildago and the city's main thoroughfare, Reforma Boulevard.

Waterville, Me.: car 40 of old Waterville, Fairfield & Oakland Railway.
Photo by Stephen D. Maguire

Montgomery County near Layhill, Md., a few miles north of the District of Columbia.

Mills Dean III, the NCHMT president, P.O. Box 6137, Apex Station, Washington, D. C. 20004, tells us that the recent ground-breaking ceremony for the large new carbarn to be built received excellent newspaper and TV coverage. The group owns some ex-Washington trolleys, now stored at several locations. They include a post-office car of 1871, deck-roofed 766 and 0509, pre-PCC cars 1053 and air-conditioned 1512, and sweepers 026 and 07; also a Johnstown, Pa., passenger car. Some of these will be operated.

Both the National Capitol Historical Museum of Transportation and the Illinois Railway Museum are engaged in fund-raising drives. NCHMT needs money to pay for the $30,000 carbarn construction and the IRM to defray part of the cost of the 26-acre tract and option on 10 additional acres, at $1000 per acre.

ANOTHER outfit seeking a permanent location is the Texas Transportation Museum, whose equipment is now stored temporarily on the electric freight line of the Texas Transportation Co. in San Antonio, where ex-Veracruz open trolley No. 6 is occasionally allowed to be run on the juice line's tracks.

According to *The Dust Collector*, TTM publication, 206 Milam Bldg., San Antonio, Tex. 78205, additional stock being acquired by the museum group will require it soon to locate elsewhere. The short spur built to the Texas Transportation Co. siding in San Antonio is now filled up with the open trolley, a steam engine, and a caboose. Also being acquired are an ex-MKT steam engine No. 835, SP mail-passenger combine 2812, and two open-end observation cars, Nos. 1510 and 1511.

THREE open trolley cars in Rio de Janeiro cost the Connecticut Electric Railway Museum at Warehouse Point $100 each. Sounds like a bargain, but keep on reading. The additional expenses of paying a commission to the sales agent, hoisting the trolleys onto a ship by crane, shipping charges, rates demanded by New York lighters and a tug crane, and wages paid to a 23-men dock crew ($500 per hour, 8 hours' work) raised the total cost of those Argentine trolleys to well over $4,000 apiece! Moral: before buying old transit or railroad equipment, especially in foreign countries you should figure on the *total* cost, including shipment. This matter was discussed by CER *News* in an article entitled "The Cars That Came from Rio."

THOSE three photos we printed in February of the private trolley *City of Manchester* inadvertently located Manchester in Ohio instead of New Hampshire. Sometimes such errors are the result of rushing madly to beat a magazine deadline. At other times the printer is responsible. Anyhow, we didn't get a chance to check those captions before going to press. We hope that our readers, especially the members of Seashore Trolley Museum which rehabilitated the trolley, don't feel too badly about it.

New Electric Publications

Mile-High Trolleys, by William C. Jones, F. Hol Wagner, Jr., and Gene C. McKeever, with 96 pages, 8½x11", and plenty of illustrations, and sturdy binding, was published by the Intermountain Chapter of NRHS, P.O. 921, Golden, Colo. 80402, to sell at $7.50 —and well worth it! The book is a complete and delightful coverage mile-high Denver's streetcar system plus its 3 interurban routes, all effectively illustrated.

Denver trolleys ran exactly 60 years —from June 3, 1890, to June 3, 1950. Prior to 1890 there was a remarkable attempt at electrification that is not generally known. Sidney H. Short, a university professor, actually devised and built a third—rail conduit trolley line. Said to be the second electric railway

Remember the Denver Tramways? This pic of car 342 was made 20 years ago.
Photo by Stephen D. Maguire

built anywhere, it ran on 15th Street from July 31, 1886, until the next year, when, due to lack of insulation against wet ground, it was discontinued in favor of horsecars.

Besides an excellent gallery of photos, this new book boasts maps, rosters, car diagrams, and a reproduction of a rare Denver & Intermountain employees timetable. The Intermountain NRHS Chapter, only five years old, has done a commendable job in recording the story of its local trolley line for posterity.

CARS OF PACIFIC ELECTRIC, Vol. 3, by Ira L. Swett, 312 pages 8½x11", with soft cover binding, is a photo-roster of "combines," RPO cars, box motors, work motors, electric locos, line cars, and other equipment: The volume supplements two prior publications which covered city and interurban cars of the PE system with equal detail. Never before has these been such a complete and detailed car roster and photographic coverage of a traction line. Copies are $4 each from the author, 1416 S. Westmoreland Ave., Los Angeles, Calf. 90006.

WATERVILLE, FAIRFIELD & OAKLAND RY. CO., by O.R. Cummings, 40 pages, 8½x11" staple-bound, Transportation Bulletin No. 72 of the Connecticut Valley NRHS, gives the history of the trolley lines of Waterville, Maine and vicinity from the inception in 1888 until the end in 1937. The Waterville area was the northernmost of continuous trolley lines through New England in years past, from Boston, New York City, and points south.

Also included in the story are the separately-operated Benton & Fairfield Ry., that ran a couple of miles east from Waterville, and the 3-mile Fairfield & Shawmut Ry., which ran from 1907 to 1927. Rosters, maps, and many photos are included. Available at $3 each ($4 for bound copy) from Roger Borrup, P.O. 232, Warehouse, Point, Conn. 06088.

RIDE THE BIG RED CARS, by Spencer Crump, 250 pages, 8½x11", originally published in 1962, covering the Pacific Electric interurban lines, has been re-published with some additions obtainable at $10 each from Trans-Anglo Books, P.O. 2252, Los Angeles, Calif. 90053.

Credit Electric Traction, Box 1017, G.P.O., Sydney, Australia.

Four Birney cars at Bendigo barn, New South Wales, Australia, the only Birneys still used in public transit anywhere except in South America. They were arranged for H. Clark, R. Thompson, and B. Tookes, who held a private tour that day.

Interesting Railfans No. 40

BILL JERNSTROM

by Freeman Hubbard

Dachshund named Snoopy stays up late at night helping Bill to check on negatives and pix, and on some of these occasions Phyllis brings her husband a savory cup of hot chocolate.

BORN into a railroad family, C. William Jernstrom became a lone wolf railfan with a passion for steam power. His Swedish father, Eric, worked nearly 50 years for the Lake Shore & Michigan Southern and its successor, the New York Central, first as a locomotive fireman and then in the car shops at Elkhart, Indiana; and now, in retirement, is one of *Railroad Magazine's* oldest subscribers.

Bill first saw the light of day July 6, 1920, at Terre Haute, Indiana, but grew up in Elkhart. The first toy he remembers was a cast-iron locomotive. Mrs. Hazel Wilcox of Miami, Florida, who has known the subject of this sketch since his infancy, recalls that she lived next door to the family for 25 years and that "when he was very little Bill used to play train with my milk cans on the dining-room floor." One of his grandfathers worked in the Central's shops at Elkhart and lived in a house adjoining the yards.

"I spent a lot of time visiting Grandma," C.W.J. tells us, "and would sit by the hour on her back fence to watch the puffing switch engines bat cars around. One corner of Grandma's place which abutted against the railroad fence had a real high post that I would climb up onto for a better view of the switching. That lasted until about 1927. The old house still stands, but little is left of the railroad yards. The Depression plus modernization of the Central and the consolidation of operations ended the need for them."

Most adults probably don't remember as far back as age five, but Bill does. "Around that time," he says, "the yards aroused my curiosity. Deciding to explore them, I soon found myself in the roundhouse. Oh, great day, what a wonderful place! All those big steam engines, so much noise and excitement! But a tall man in overalls quickly put me out with a stern warning never to come back."

At about twelve Railfan No. 40 began riding trains alone. Every Sabbath noon he'd race home from the Swedish Lutheran Sunday School he attended. His mother, who, according to Mrs. Wilcox, "worshipped him," would give the lad 50 cents or a dollar and loan him the family's railroad pass and he'd head for the station.

"Usually my trip was over the Toledo Division main line to Toledo," he recalls, "on an X-4 fast mail train which had a single coach and ten or more mail and baggage cars, and I returned over the old LS&MS tracks through southern Michigan. On these journeys I took along Mom's box camera and snapped pictures of the Lake Shore Electric, the C&LE, and the Toledo & Indiana interurbans as well as steam engines and streetcars. Most of those early negatives have since been sold, lost, destroyed, or traded for other negatives."

One of the photos taken with "Mom's camera" showed the earliest diesel-powered train (with a GM-EMD instruction crew aboard) that entered Elkhart yards. It appeared in a 1948 issue of *Railroad Magazine*, being the first of many Jernstrom pix we have published.

Meanwhile in 1937, while dating a girl in Goshen, Indiana, he met her

Boston & Albany 2-8-4 No. 1434, Class A-1b (Lima, 1927) leaves Worcester, Mass., westbound with 66 cars. This photo has sentimental value for Bill because he took it on his birthday in 1938.

brother, and the two fellows went on many fantrips together. But five or six years later this happy companionship ended with the Goshen man's marriage. The only other rail-hobbyist pal C.W.J. ever had was LeMar M. Kelley of Elkhart, who met with a fatal accident while working for the New York Central Railroad.

Since then Bill has met many fans casually on trains or while wandering around railroad yards and has had numerous friendly contacts by mail and long-distance phone—fellows like Bert Pennypacker, Guy Dunscomb, Bill Kuba, etc.—but has not had a close personal relationship with any of them. He tells us that by traveling alone he can go wherever he wants and stay as long as he pleases.

"One incident that stands out in my memory," he says, "was climbing to the top of the Elkhart coal dock to shoot the first locomotive fired up after the railroad strike of 1946. A South Bend newspaper printed this photo on its front page.

"I remember, too, a certain midnight when I went to the Elkhart roundhouse to pick up an uncle, who was a boilermaker on the Central. He was working the second trick and I took him home before reporting for my own job in the yards. (I was employed there for three years as a clerk and bill foreman.) That night my uncle was delayed, so I used the interval to set up my postcard-size film camera for a time exposure of a J class Hudson on the ready track waiting for second No. 90. After more than seven minutes I closed the shutter, but was frustrated later to find that a light streak had spoiled my spectacular night shot.

"A more satisfying experience was taking a picture of the Central's 6002, a 4-8-4 type, at Chicago's La-Salle Street Station. This view is used on my current letterheads. I shot it in a hurry as the engineer had 'whistled me' to get aboard and an elderly gentleman was walking slowly around the Niagara, scrutinizing her closely. On another happy occasion I sneaked off duty one sunny day to set up a picture of BG-1, a westbound redball freight, the last one to leave that yard on a symbol."

Bill Jernstrom has a fine collection of more than 12,000 engine and train negatives, mostly steam locomotives, a dozen or so diesels, and the rest interurbans and streetcars. They are catalogued by railroad and wheel arrangement. As Doug Richter of San Bruno, Calif., writes, "he is a connossieur of quality negatives and is constantly weeding out his collection to keep it up to a high standard."

Elmer Steuernagel of Pittsburgh, Pa., recalls a visit to Bill's home when the two of them stayed up all night sorting negatives, looking at pix, and discussing a book that Bill would write. "For me,"

New York Central 2838, a 4-8-2 type, westbound from Elkhart, Ind., with a 48-car redball freight train in 1950.
Photograph by Bill Jernstrom

he says, "it was a memorable night."

Unlike most fans, C.W.J. collects few prints along with his negatives. He does have many public timetables, the bulk of them traction lines; a few employes' timetables, railroad passes, annual reports, and brochures from railroad companies and locomotive builders, including a huge Lima collection. He also has some *Official Guides* dating back to the 1920's, a few *Equipment Registers*, many railroad books, and of course a *Railroad Magazine* file. In addition, he collects postage stamps and photos of Zeppelins. But mostly he is a steam enthusiast, although he is smart enough to recognize the diesel's superiority in modern railroading.

No. 40 is a purchasing agent for the Government & Industrial Division of the Magnavox Co. and lives at 822 Pelham Drive, Fort Wayne, Indiana 46805. He says his biggest mistake was not graduating from college and getting a degree. Politically he is a middle-of-the-road Republican but has been known to split his ticket.

Bill became interested in his father's copies of *Railroad Magazine* about 35 years ago and has been a loyal reader ever since. He likes our fact articles, especially those dealing with steam power, including the pictures, and all of the various departments, but he never reads our fiction. However, his father reads the fiction stories first and enjoys them. His wife, a brunette named Phyllis, encourages him in all of his hobbies but is not a railfan herself.

"Phyllis is a completely charming hostess," writes Al Staufer, artist, author and publisher of railroad books. 'When I was a guest at their home they both made me feel welcome and at ease."

They have two pretty daughters: Jean Ann, a high-school cheer leader who became 16 last Christmas Day, and Vicki, 19 years old. (You'll find a photo of Jean on page 46.)

Bill is tall and lean, six feet plus one inch, with brown eyes and a pleasant smile. We know him to be kindly, generous, and dependable. As a rule, he is easy to get along with. There are times when, like many of us, he hates to get up in the morning and, in his own words, is "not fit to be around until 9 or 10 a.m." His hair, which used to be crow-black, is turning gray.

"The dynamic drive of his personality and split-second decisions," says Mrs. Arlene Greenwood, Granger, Indiana, "affect every facet of his life and make him most interesting to be with. There's nothing halfway about Bill Jernstrom.

"He likes people, especially girls of various ages, and animals—he's a pushover for them all. His memory for details is fantastic. His vocabulary is colorful and sometimes scorching. For example, when asked about a certain area, he said: 'If I had my choice of this place and Hell, I'd take Hell and give this place back to the Indians.'"

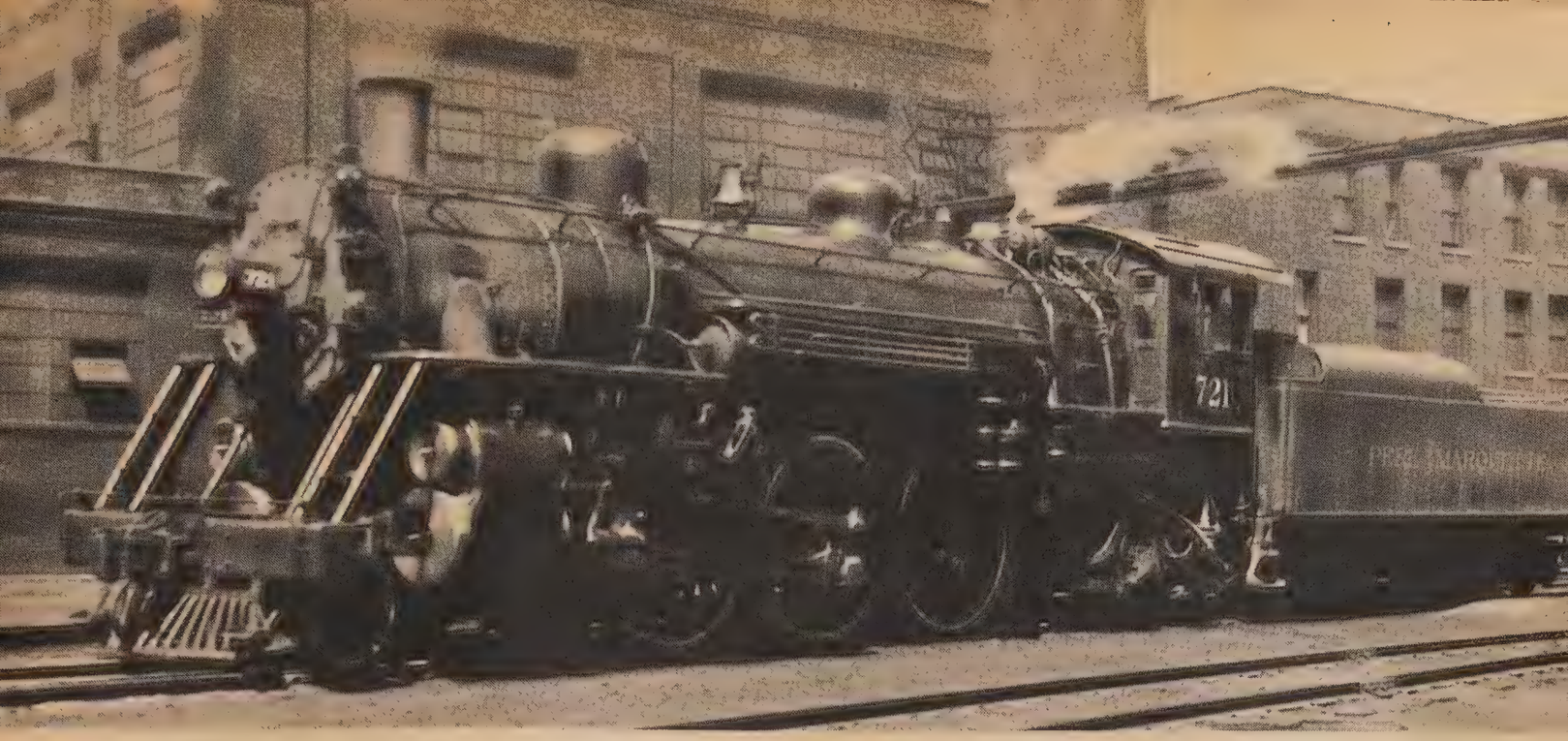
Vicki Jernstrom (seen as high-school graduate last June) once visited our office in New York with her father.

A. C. Kalmbach, publisher of *Trains* magazine, who has known C.W.J. for about 20 years, reports: "He is thoroughly conversant with the anatomy of railroading—that is, how to tell a Walschaert valve gear from a Baker, and so on. Perhaps more important, he is familiar with the economics of transportation and he loses no opportunities to pitch railroad routings for freight shipments in which he may have some interest."

Although Bill is known far and wide for his amiable nature, he is inclined to get impatient easily and is subject to extreme moods, both high and low. According to Phyllis, "he is impossible to cook for," which of course is a mere

Photograph by Bill Jernstrom

Aug. 15, 1940: Boston-Portland afternoon train rolls through Kennebunk, Maine, over Maine Central rails with 4-6-2 type 465, Class C (Schenectady, 1914). In those halcyon days the Maine Central had passenger service and was proud of it.



July 11, 1939: Class SP-3 Pacific on the old Pere Marquette (now part of Chesapeake & Ohio) at Traverse City, Michigan.
Photograph by Bill Jernstrom

figure of speech. Nutritionists, if asked, would criticize his diet. C.W.J. won't eat good protein foods like fish, fowl, and pork. He goes in for hamburgers and potatoes in a big way—"a meat and potatoes man"—and indulges rather freely in starchy Italian dishes and sugared breakfast cereals.

"He loves hamburgers," writes Mrs. Greenwood, "as well as hot chocolate and ice cream, being the only man I know who would turn down a steak for a burger."

"I'm one of the world's most finicky eaters," he says, "and don't care for any of the so-called health foods"—yet he admits liking beefsteak, most salads, vegetables, and fruits, especially oranges, all of which are excellent health foods. Years ago, he would gulp 20 to 30 cups of sweetened coffee a day, which of course wrecked his digestive system. Then in 1962, after his unwise way of life had led to a major abdominal operation, he almost totally eliminated coffee from his diet and even now rarely touches it. For more than a year he cut out cigarettes, too, which improved his health. But the craving for tar and nicotine returned and today, despite many warnings, he is smoking heavily because, he says, "I like the filthy weed."

He used to enjoy swimming, table tennis, and tramping in the hills and mountains and over the sand dunes beside Lake Michigan, but for the past year and a half he has been more tense, driving a Corvette sports car and neglecting physical exercise.

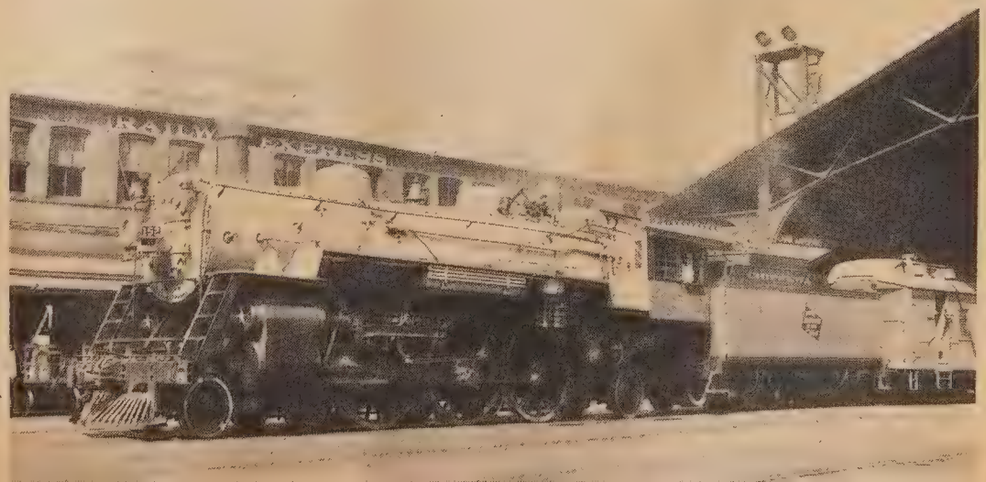
"It irks me to think that real estate men want to raze those beautiful Michigan sand dunes and build industrial complexes there," Bill laments. "One of America's disgraces is the destruction of our natural resources—beauty spots, wildlife, nesting areas, and the like. The pollution of our lakes and streams is equally catastrophic. So are highway ugliness, blighted regions, and air poisoning. And I am burned up at the very thought of our Government's give-away of billions in foreign aid to unthankful recipients who mal-administer it."

Other Jernstrom aversions are rock and roll music and stupid TV commercials. He finds relaxation in classic music; card games, especially pinochle; and non-fiction books such as those on railroading, military history, science, and business.

Among the very few TV programs that give him quiet satisfaction are those which show wild animals in their native habitat, particularly some by Walt Disney, and "Zoo Parade." He is very fond of animals, both wild and domestic, from chipmunks to elephants, and all kinds of birds. "I never go hunting," he says, "because I couldn't kill a wild creature." The Jernstroms have a male dachshund named Snoopy, who is treated like a member of the family and responds accordingly. Bill likes to have the dog around when he stays up very late at night to work on his collection of negatives, answer mail, or write a newspaper article.

"Mr. Jernstrom has been contributing to *The Journal Gazette* over a period of five years," writes Kenneth B. Keller, Sunday magazine editor of that Fort Wayne paper. "His work as a purchasing agent must be nerve-wracking and I am sure his interest in railroads, animals, Zeppelins, and so on, serves as relaxers. He has a quick way of appraising people and a sharp, arresting, and tasteful knack of putting them in capsule. What surprises me, too, is his ability to write gracefully about the things he knows." ●

Photograph by Bill Jernstrom
May 6, 1939: The Milwaukee Road's 152 (Alco, 1910) at Milwaukee, Wisconsin.



INFORMATION BOOTH

1 *I have often wondered if both sets of side rods of a steam locomotive go up and down at the same time.*

No, they don't. If the pins attaching them to the driving wheels were in the same position on both sides, the pistons would move in the same direction simultaneously, and the locomotive would be unable to start when the pistons were at either end of their strokes. The same would be true if the rods on one side were fastened in a position directly opposite the position of those on the other side. Therefore, the sets of rods are fastened at right angles to each other, so that when they are at the bottom of the wheels on one side they are halfway up on the other. When the piston attached to the latter is at one end of the stroke, the piston pushing the former is in the middle of the stroke.

2 *When did the first railway train run in New York State?*

August 9, 1831, pulled by the locomotive *DeWitt Clinton* from Albany to Schenectady on the *Mohawk & Hudson* (now part of the New York Central). The little engine, with tender, weighed only 12,089 pounds.

3 *Under what circumstances does an engineer sound four short whistle blasts?*

When he requires a signal or when he does not understand a signal.

4 *Must yard engines display markers?*

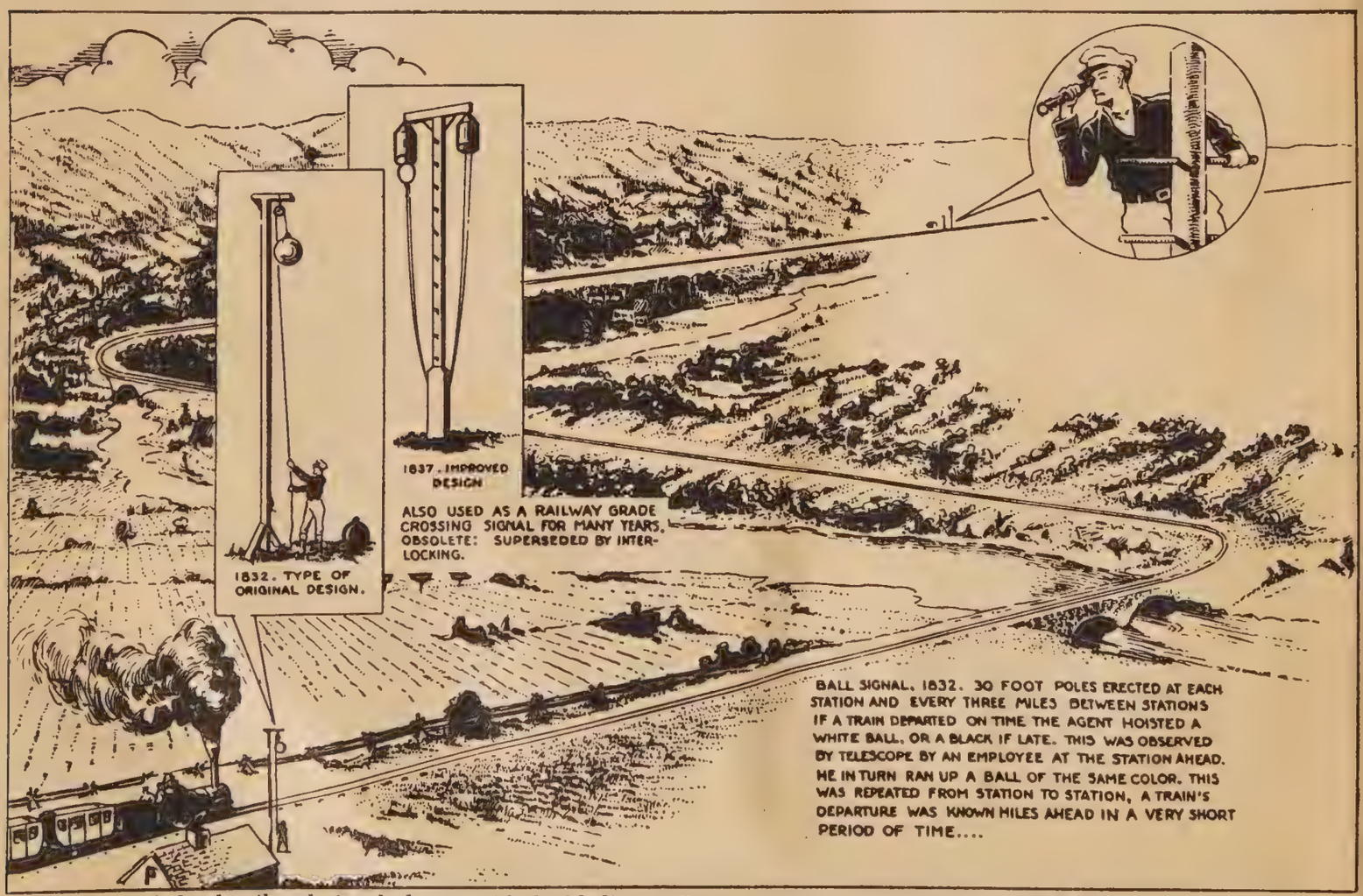
No, unless they are on the road.

5 *Explain why "San Francisco" is used in St. Louis-San Francisco Railway.*

Optimistic builders hoped to lay tracks as far as the Golden Gate, but never did. Many roads have names which reflect enthusiasm rather than accomplishment. On the other hand, some names are too modest. The Baltimore & Ohio, for example, extends far beyond those two geographical locations.

6 *When was the first fixed signal system used on an American railroad?*

It was installed in 1832 on the New Castle & Frenchtown, which ran between New Castle, Dela., on the Delaware River, and Frenchtown, Md., near Chesapeake, Md., 17 miles. This pioneer railroad (now part of the PRR) was the connecting link for steamboat lines that operated between Philadelphia, the railroad terminals, and Baltimore.


1832. TYPE OF ORIGINAL DESIGN.
1837. IMPROVED DESIGN
ALSO USED AS A RAILWAY GRADE CROSSING SIGNAL FOR MANY YEARS, OBSOLETE: SUPERSEDED BY INTER-LOCKING.
BALL SIGNAL, 1832. 30 FOOT POLES ERECTED AT EACH STATION AND EVERY THREE MILES BETWEEN STATIONS IF A TRAIN DEPARTED ON TIME THE AGENT HOISTED A WHITE BALL, OR A BLACK IF LATE. THIS WAS OBSERVED BY TELESCOPE BY AN EMPLOYEE AT THE STATION AHEAD. HE IN TURN RAN UP A BALL OF THE SAME COLOR. THIS WAS REPEATED FROM STATION TO STATION, A TRAIN'S DEPARTURE WAS KNOWN MILES AHEAD IN A VERY SHORT PERIOD OF TIME....

The history of fixed railroad signals began with highball installations on the ancient New Castle & Frenchtown in 1832.

From "American Railway Signaling Principles and Practices"

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

December 4, 1965: last day of Pickering Lumber Corp. steam operation. Engineer Bill Scott backs Shay engine No. 8 to caboose 04 at Standard City, California.
J. W. Swanberg, Newtown, Connecticut

In 1832, when the NC&F motive power was changed from horse to steam locomotive, a fixed signal system was installed for sending information on train movements from one terminal to the other. The first signals consisted of black and white flags. These flags would not always unfurl properly, so they were replaced by bell-shaped peach baskets suspended from masts 30 feet high, located about 3 miles apart. Known as ball signals, they were covered with black and white cloth.

The white ball was displayed atop the mast when a train left a terminal. At other stations, displayed at half mast, the signal meant "Stop at station for passengers and/or freight." As the train passed each depot the ball was raised to the top of the mast, and then lowered after the train had rolled beyond the station. A ball hung at the bottom of the mast meant "Stop and stay." A black ball displayed atop the mast indicated a delayed or disabled train.

As there was no audible means of communication between stations in those days, the signals were observed from adjacent stations by marine telescopes. When a train started from a terminal and the white ball was hoisted atop the mast, a flagman at the second station, observing its position, raised his white signal ball to half mast. Flagmen at other depots repeated this signal, so that at New Castle it was known that a train had left Frenchtown a few minutes after it pulled out.

In 1840 this signal was superseded by a red metal disc 4 feet in diameter with the word *Danger* painted on it. The disc was mounted on a revolving staff with a lamp attached to provide a night indication. When placed parallel to the track and displaying a white light at night, it indicated "Proceed." When placed at right angles to the track and displaying a white light at night, it meant "Stop and stay."

We do not know of any ball signal used today on a common-carrier railroad. That type gave rise to the word *highball*, which means "Go ahead" or "Keep on going."

7 *Do you have an old poem "Down in the Lehigh Valley"?*

Yes. It tells about the innocent daughter of a village blacksmith being ruined by a slick stranger. Since it has nothing to do with railroading, we won't reprint the poem. But if you'll repeat your request, enclosing a self-addressed stamped envelope, we will mail it.

8 *When did the era of high-speed train operation begin in the U.S.?*

It began May 26, 1934, with the run of the Burlington's streamlined *Zephyr* from Denver to Chicago, 1015 miles in 13 hours and 5 minutes, an average of 77.5 miles per hour for the entire distance.

9 *What happened in the early days when two trains going in opposite directions approached each other under control on a single track at a point where no passing track was available?*

We quote Rule 8 of the old Tallahassee, Pensacola & Georgia Railroad (now part of the Atlantic Coast Line), dated April 3, 1858: "As a general rule when two trains meet between stations, the train nearest the turn will run back. Any dispute as to which will retire shall be settled by the conductors without any interference by engineers. This rule is required to be varied in favor of the heaviest loaded train, if they meet near the center."

10 *(a) What do blue and purple trackside lights indicate? (b) Who is authorized to remove a blue light from a locomotive, car, or train?*

(a) Blue means that workmen are under or about the engine, car, or train. If on a signal staff, it indicates there is a track between the signal and the one for which the signal is meant. If there are two or more tracks between, there will be two or more blue lights. Purple is a stop indication for dwarf signals. (b) Only the employe who placed it there.

11 *Brief history, please, of the Wilmington & Northern Railroad.*

Chartered in 1877 as successor to the Wilmington & Reading, the W&N was leased to the Philadelphia & Reading (now Reading Co.) for a period of 999 years. It ran between Wilmington, Dela., and High's Farms, Pa., with a total of 87 miles, including branches. Wonder what will happen to it when the 999-year lease expires?

12 *Explain the relationship between horsepower and tractive effort. I have seen 1750-hp SD-9's rated at 97,500 t. e. and 2500-hp SD-35's rated at 77,000 tractive effort.*

According to Sy Reich they are related only at high speeds. Tractive effort at low speeds is governed by locomotive weight. The difference between the tractive efforts you quote may be the method of rating. The higher tractive effort may be starting t. e. at 25 percent adhesion whereas the lower may be the maximum continuous t. e.

An engine can have a certain t.e. while standing but puts out no hp.

Horsepower contains the elements of both time and distance. A weight suspended on a rope over a pulley requires a certain amount of t.e. to keep it there. If t.e. action lifts the weight you have hp; how much depends on how high the weight is lifted in a given time.

Horsepower also means the length of time a given amount of t.e. is available, or maximum continuous t.e. In the examples given in the question, it may be a difference in gearing of the two engines described or may even be two units coupled and operated as one.

13 *What's the story behind the poem, "Will the Lights Be White?"*

Back in 1914, this magazine asked its readers which were their favorite railroad poems. The poem you mention was one of the first five titles in the list, the other four being "Casey Jones," "The Red and the Green," "The Dying Hobo," and "Twenty Years Ago." We reprinted all five at that time. One week after our magazine appeared on the news-stands with "Will the Lights Be White?" its author, Cy Warman, died in Chicago on April 7, 1914. He had been a hogger on the old Denver & Rio Grande and wrote a number of books and magazine pieces, both fact and fiction.

At the time Warman wrote his most famous poem a while light meant "clear board" while a green light indicated "caution." But on Sept. 6, 1898, a train collision on the New Haven Railroad at Whittenton Jct., Mass., resulted from the fact that an engineer mistook the white lantern on a highway crossing gate for a safety home signal. The signal was actually set at danger, though its lantern was extinguished.

As a consequence, the New Haven adopted the green light as a safety signal at night in place of the white light; and other roads gradually followed suit. On the Pennsy, for instance, the change was made because a red roundel had fallen out of a fixed signal, leaving a white hole which an engineer naturally interpreted as a "go-ahead" signal, causing a tragic wreck. Four years before Warman died, the use of green for "clear" had been quite generally adopted. But in 1914, when our editor announced the hogger poet's death, he wrote: "Let us trust that the lamps are white for old Cy."

Here is the widely-quoted poem:

Oft when I feel my engine swerve,
As o'er strange rails we fare,
I strain my eyes around the curve
For what awaits us there.
When swift and free she carries me
Through yards unknown, at night,
I look along the line to see
That all the lamps are white.

A blue light marks the crippled car;
The green light signals "slow,"
The red light is a danger light,
The white light, "Let her go!"
Again the open fields we roam,
And when the night is fair
I gaze up in the starry dome
And wonder what is there.

For who can speak for those who dwell
Behind the curving sky?
No man has ever lived to tell
Just what it means to die.
Swift toward life's terminal I trend;
The run seems short tonight.
God only knows what's at the end;
I hope the lamps are white.

14 *Is it true that a Reading train attained a speed of 115 miles per hour on the Atlantic City Division?*

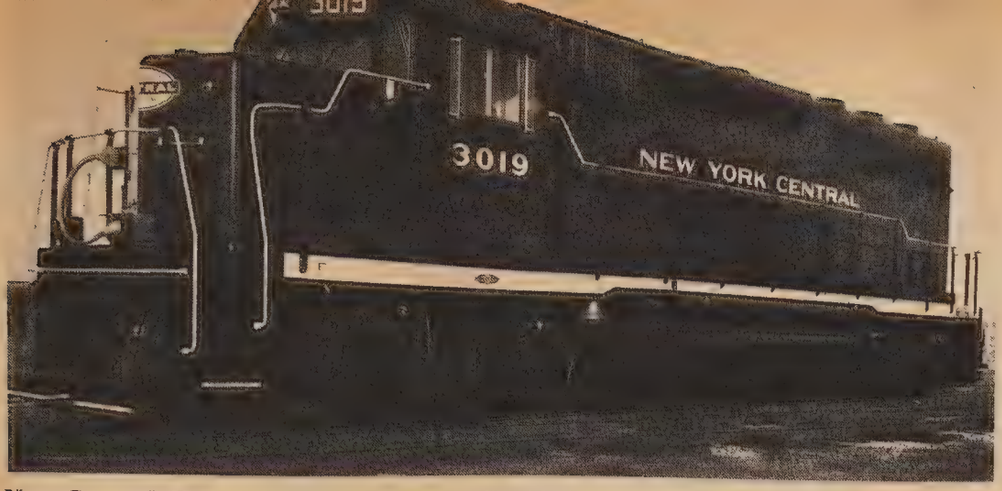
Yes, on July 20, 1904. Train 25 of the Atlantic City Railroad (now part of the Reading) made the 55.5-mile trip from Camden to Atlantic City, N.J., in 43 minutes, averaging 77.4 mph. For

Photo by Donald Sims, co-author of "Western Trains" (see page 50)

Roundhouse of the Denver & Rio Grande Western at Salt Lake City, with the city itself and the surrounding hills in the background.

Charley Hawkins, 21, the first Negro trained as a carman by the D&RGW, works in Roper Yard in Salt Lake City. "I can do more than sweep," he says, " so I asked them to put tools in my hands instead of a broom." He handles welding and acetylene jobs; airbrake, diesel, and caboose repairs; trainyard inspection, and the billing of "foreign" lines for car-repair work done at Roper.

Photo by Vernon Imroth, editor of Rio Grande "Green Light"



New General Motors 3,000-horsepower GP-40 freight locomotive. Fifty such units are being delivered to New York Central in the first order for GM's new line. Mrs. Alfred E. Perlman, wife of NYC president, christened one with champagne.

a distance of almost five miles it maintained a speed of 115.2 mph. It was a regular train, with a Camelback, 675, but had left Camden four minutes late.

If you think that was fast, read the item by I. S. Westley in the *Locomotive Engineers Journal* of April, 1934, telling how Engineer Balthasar ran 4-6-0 type No. 675 and five cars over the same line in August, 1912, from Elwood to Meadow Tower, 20.1 miles, in ten minutes flat, or at a speed of 120.6 miles per hour! From Hamilton to Meadow Tower, 26.3 miles, the average was 105.2 mph.

15 *I have read about steam locomotives "with flags whipping the breeze." What does that mean?*

During the Steam Age, engines generally carried flags on the front end, above the classification lamps. They were of various colors, depending upon their use, and were the same on all roads, complying with the standard code of the American Railway Association (later renamed the Association of American Railroads). (The same is true today with diesel locomotives.)

Two green flags indicated that the engine was pulling the first or second section of a train with one or more sections following. Last section, however, did not carry green flags. At night the engine showed green classification lights as well.

An engine also carried green flags when running backward without cars, or at the rear of a train pushing cars, to indicate that another section of the same train was following. At night it likewise carried green classification lamps, and lighted markers on the pilot beam, showing yellow or green to the side and toward the direction in which the engine was moving, and red in the opposite direction.

White flags were displayed when the train pulled by the loco was an extra train, and at night white classification lamps also were used for that purpose.

An engine running backward as an extra train without cars or pushing cars at the rear of an extra carried white flags, and at night white classification lamps and lighted markers on the pilot beam, showing yellow or green to the side and toward the direction in which the engine was moving, and red in the opposite direction.

Locomotives have never carried blue or red flags in the usual places on the smokebox. A blue flag, placed at one or both ends of a piece of equipment, indicates that men are working about it, and that it must not be coupled into or moved. The red flag is, of course, a danger signal, carried in the locomotive cab for emergency and in the caboose for the flagman's use. Red flag is used also on pilot beam of loco backing up to train.

An engine at the rear of a train or even separated from the point engine by other cars does not carry green flags. To do so, it must be coupled to the point engine displaying green, at which time it also displays green; but only the lead engine will give and receive signals.

16 *I read somewhere that Emmett Kelley, the circus clown, was born in a caboose. Explain the circumstances.*

He was *not* born in a caboose. You must have read press-agent hokum. Freeman Hubbard, who knew the circus funny man personally and has an autographed copy of his autobiography, *Clown,* says he was born Dec. 9, 1898, at Sedalia, Mo., in a wooden section house owned by the Missouri Pacific, for which his father worked as section foreman at $1 a day. In the book (published by Prentice-Hall, New York) Kelley recalls his background as follows:

My principal lullaby was the sounds of the rolling cars, the clicking wheels, and the lonely whistles in the night. When I lie awake aboard the circus train as it roars toward tomorrow's town, I hear the long wail of the whistle and always it leads me back to the very early days when I was the section boss's little boy. . .

One of my early recollections, no doubt forecasting my wanderlust, is of being hauled out from under a string of freight cars after I had climbed our fence and run the short distance to the railroad siding. I did this several times, and somehow I escaped being run over when the cars were switched because a railroad man always found me and put me back in our yard where I belonged. . .

When I was in Portland, Oregon, not long ago with the Ringling show, a man came to "clown alley" and introduced himself to me as a former employee of my father's and also as one of the railroaders who recalls yanking me out from under the cars.

17 *Give details of the trestle collapse that plunged a Boston & Maine engine into Portsmouth, N.H., harbor many years ago.*

The tragedy occurred on a Sunday night, Sept. 10, 1939. Part of a passenger train bound for Boston from Berwick, Maine, fell through a broken trestle into the Piscataqua River at its mouth. The engine, 4-6-2 No. 3666, weighing 125 tons pulled the tender and a deadhead coach into the swirling water, which is about 32 feet deep at that point. Airbrakes locked as the coach twisted off the track, stopping the rest of the train on the torn bridge.

Half an hour later searchers picked up the fireman's body, Charles F. Towle, dead with a broken back. Engineer Jack Beattie was heard shouting for help, but men in a boat could not locate him. Rising tidewater carried his corpse up-river. It was recovered several days later, lodged in bushes beside the bank. "I knew both men real well," recalls Harvey L. Clough, 8 Wescott St., Limerick, Maine 04808, a retired B&M engineer, who sent us these details in answer to a query.

Footnote to the disaster: the U. S. Army Corps of Engineers has signed a contract for removal of the engine and tender so the channel could be widened and deepened. Underwater exploration determined that the old 3666 was resting on her side, near the tender, but the wooden coach had floated into water 60 feet deep. Not being a menace to navigation, the coach will not be moved.

18 *Do engine crews dim their locomotive headlights like motorists do as a courtesy to drivers coming toward them on adjoining lanes?*

Yes. Rules require that they dim headlights while passing through yards where switching engines work, while approaching stations at which they will stop or where trains are receiving or discharging passengers, while approaching train-order signals, and at junctions,

terminals, and meeting points, or while standing on the main track, or on two or more tracks when approaching a train in the opposite direction.

Furthermore, a headlight must be concealed or extinguished when a train turns out to meet another train and has stopped clear of the main track.

Running Extra

In our February department Elliott Kahn listed three railroad depots located on city streets, through the center of which streets run. An addition to this list comes from D. W. Hunt, 79 Rector Pl., Red Bank, N.J.: "The Western Pacific has a station at Oakland, Calif., where the tracks are in the city streets and the building stands along the curb line. The *California Zephyr* stops there regularly. No train runs through it."

"I live about a quarter-mile from Isleta on the Pennsylvania Railroad," writes Ellis Sergeant, West Lafayette, Ohio. "Who knows how Isleta got its name or what it means?"

Will some expert on railroad curvature please write Don Dover, 10890 Lemarie Dr., Cincinnati, Ohio 45241? Don wants to know if some main lines have curves as sharp as 18 degrees, how sharp do curves through switches get, what are the speed restrictions around various curves, how sharp a curve can be negotiated by the modern locomotive, passenger cars, and freight cars, and which railroads have the sharpest curves.

Only in yards, roundhouse and industrial tracks will you find 18 degree curves. Many logging roads exceeded this on their main lines. Curves in the WP's Feather River Canyon have a maximum curvature of 10 degrees 15″, and conventional freight train speed is held to 25 mph.

You can determine track curvature wth a length of stout cord cut exactly to 62 feet. At mid-point (31 feet) tie a knot. Stretch this line across the chord of the curve and measure at the knot to the rail. This will de the degree obtained in inches. Be sure to pick a point midway in the curve, as all curves start and end with a spiral, somewhat less than maximum curvature.

History of the Manufacturers Junction Railway and its motive power is wanted by Fred Reider, 98 Friendly Court, Babylon, N.Y. 11702, who also wants to know if it ever had passenger service. (No, it never had.)

We tried to get this information for you, Fred, but the railway did not answer us. According to the *Official Guide*, the MJ in Cicero, Ill., extends from West 15th to 33rd Street over Illinois Central tracks, 1.64 miles, with 3.73 miles of sidings, total trackage rights 5.87 miles. It operates freight and switching service only and interchanges with the IC, the Burlington, the Chicago & Illinois Western, the Belt Railway of Chicago, and the Baltimore & Ohio Chicago Terminal and, through these five connections, with all other roads entering the Chicago switching district. It used to operate two 0-6-0's but now has a single diesel.

Contradicting a statement in our January department, Jim Blunt, Box 557, Bowmansville, Ont., Canada, cites the current Dominion Atlantic timetable to show that this road still has RDC service, although he admits attempts have been made to cancel it. And Merlin Yeager, 15 Center St., Ashland, Pa. 17921, says the Chesapeake & Ohio is still operating one train with an RDC, train 47-48, daily between Newport News and Richmond, Va. He adds that the B&O has dropped its RDC's.

Bill Pennington is doing an article for us on 3-cylinder locomotives built in America. He needs personal experiences from men who have fired or run these engines, especially those used on the Lackawanna, Lehigh Valley, Union Pacific, and Southern Pacific. He also wants to hear from shopmen who worked on such engines. Bill is a Western Pacific Railroad hogger, P.O. Box 478, Portola, Calif. 96122.

Answering Arnold Jensen's query, he supplies the following fragmentary history of the old Buffalo & Susquehanna (now part of the B&O):

It was chartered Oct. 7, 1891, absorbing the Sinemahoning Valley, Susquehanna, Cherry Springs, Cross Fork, Coudersport & Wellsboro, and State Line railroads. In 1901 it acquired the Galeton & Eastern, the Susquehanna & New York, and the Northern Susquehanna. Four years later it merged with the Susquehanna & Southern and in 1907 with the Southwestern Dubois and the Plumville. In 1912 it owned the B&S Coal & Coke Co. and most of the Powatan Coal & Coke Co., besides controlling huge tracts of coal lands. It also held title to the Addison & Susquehanna and the Wellesville, Coudersport & Pine Creek railroads. After going into receivership in 1910, it reorganized as the B&S Railroad *Corp.* In 1911 it owned 10 passenger, 31 freight, and 3 switching engines; 15 passenger cars, 7 combos, 4 express-postal cars, 294 boxcars, 105 flats, 1,381 coal and coke cars, and 93 maintenance-of-way cars.

Henry, 28 Craig St., Brampton, Ont., Canada, cites rule 19 of the Uniform Code of Operating Rules:

The following signals will be displayed to the rear of every train to indicate rear of train: (1) By day, markers not lighted. (2) By night, on single track and when running with the current of traffic on two tracks, markers lighted displaying red to the rear. On two tracks, when standing or running against the current of traffic, markers lighted displaying red to rear outside and green to the rear between the tracks. When a train is clear of the main track to be passed by another train, lighted markers will display green to the rear.

However, in CTC (TCS) territory a train may occupy siding without turning markers, and following trains will be governed by signal indications.

"The Brandywine-Cedar Point Railroad, built by and for the U.S. Navy has been declared excess and will be closed," reports Harry Bennett, Jr., 1804 N. Mount St., Baltimore, Md. 21217. "Who can supply info. on that railroad?" It used to be the common carrier Washington, Brandywine & Point Lookout. ●

Coming Events

SEND advance notices of fantrips, railfan conventions, etc., to Art Knowles, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017. Send them early, to be sure of getting them published. Items for this section should be mailed at least 8 weeks prior to the date when subscribers will get their copies of the magazine in which the events will be announced.

March 26 and April 16: Two 20-day romantic cruises on the Ohio and Mississippi rivers. Lv. Cincinnati for New Orleans on palatial stern-wheeler "Delta Queen." Write Greene Line Steamers, Inc., foot of Main St., Cincinnati, Ohio 45202.

March 27: Springtime in Tehachapi excursion. Lv. Los Angeles 8 a.m. to Bakersfield and return. Special SP train, photo stops including Tehachapi and Caliente Loops. Consist: dome-lounge, triple-unit diner, chair cars, open-door baggage car. Price $9.75 from LA. Write Pacific Railroad Society, Box 5279, Los Angeles, Calif. 90055.

April 2-18: Visit exciting Mexico again, by raill Modern Pullmans and private car Cariboo with open platform, Los Angeles to Mexico City, mountain railroad to Taxco. Package tour, approx. $625. Write Dick Reynolds, Railcruise, 212 Stockton St., Suite 212, San Francisco, Calif. 94108.

April 16 and 30: Annual rail tours to "Ramona" outdoor pageant at Hemet, Calif., via Santa Fe's original 1881 main line. Consist: ex-CPR mountain obs. car, 2 chair cars, 2 lounge cars. Lv. Los Angeles 9:45 a.m., returning 10:45 p.m., stopping at Pasadena and Pomona. Fare; $8 (kids $5); including reserved pageant seat at pageant. With dinner, $14.50 (kids $10.50). Contact Orange Empire Trolley Museum, Box 548, Perris, Calif. 92370.

April 23-24: See New York harbor railroad facilities by boat, enjoy a banquet, speaker, movies, and Sunday railfan trip. For details write Railroad Enthusiasts, Inc., N.Y. Div., Box 258, Caldwell, N.J. 07006.

April 23-24: NRHS, Lehigh Valley Chapter, 25th anniversary banquet, movies, bus and steam railroad trips. Contact Gerhard Solomon, secretary, 530 Cleveland St., Allentown, Pa. 18103.

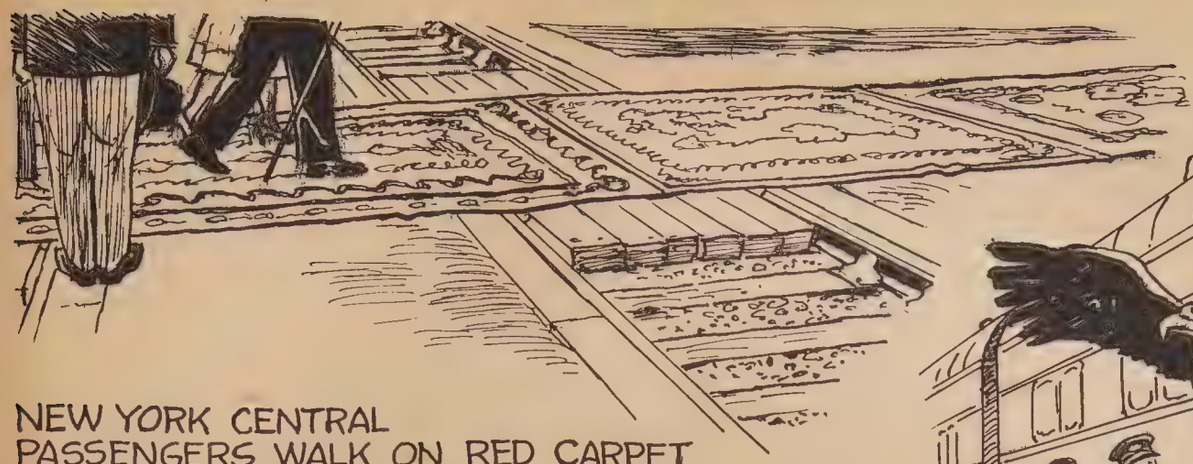
May 7: Steam trip on Green Mountain Railway (former Rutland RR), 100 miles Bellows Falls, Vt., to Rutland; photo stops, movie runs. Lv. Riverside station (2 miles north of Bellows Falls on Rte. 5) 10:30 a.m. Fare, including chicken barbecue dinner, $9.75 (kids $6). Write Brotherhood of Live Steamers, Edgar Kruckeberg, secretary, Box 173 Garwood, N.J. 07027, or Howard Crotty, president, 8 Walnut St., South Hadley Falls, Mass. 01043.

June 18-25: Durango, Colo., steam trip over Rio Grande narrow-gage, Illini Railroad Club from Chicago. Write the club, Box 62, Champaign, Ill. 61820.

Sept. 15-Oct. 13: Members of the Order of Railway Conductors and Brakemen and families will tour the continent and England. Lv. on the liner Queen Elizabeth from New York. Write Brotherhood Tours, Box 3612, Station A, El Paso, Texas 79910. ●

ALONG THE IRON PIKE

by Joe Easley

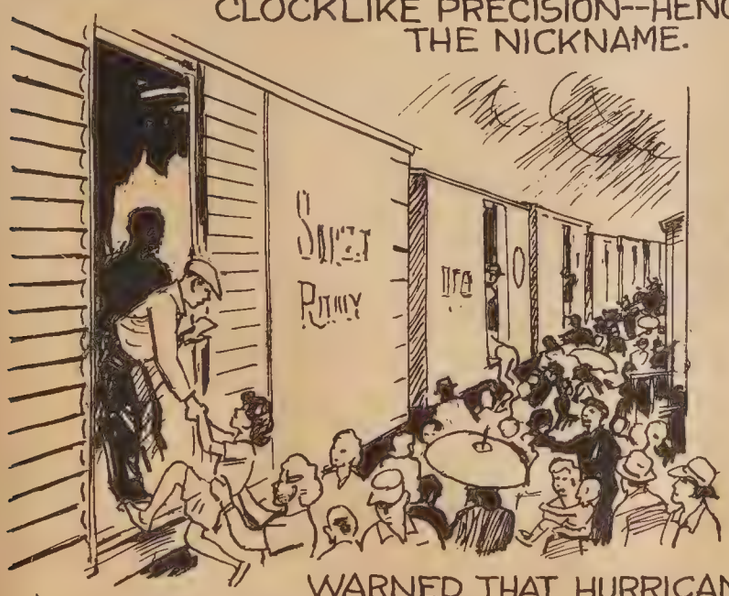


NEW YORK CENTRAL PASSENGERS WALK ON RED CARPET TO BOARD *20TH CENTURY LIMITED*. THE VILLAGERS AT KEHRSATZ IN SWISS ALPS DID EVEN BETTER FOR VISITING DANISH KING FREDERIK AND QUEEN INGRID. THEY LAID PATH OF RICH ORIENTAL RUGS ACROSS RAILROAD TRACK FOR ROYAL FEET.

FOLKS WERE STARTLED TO SEE SAM BARNES BOARD A BRITISH RAILWAYS PASSENGER COACH AT ABERDOVEY WITH A LIVE GOLDEN EAGLE, 20 POUNDS WITH 8-FOOT WING SPREAD, WHICH TRAVELED 47 MILES BY RAIL WITHOUT BEING CAGED.

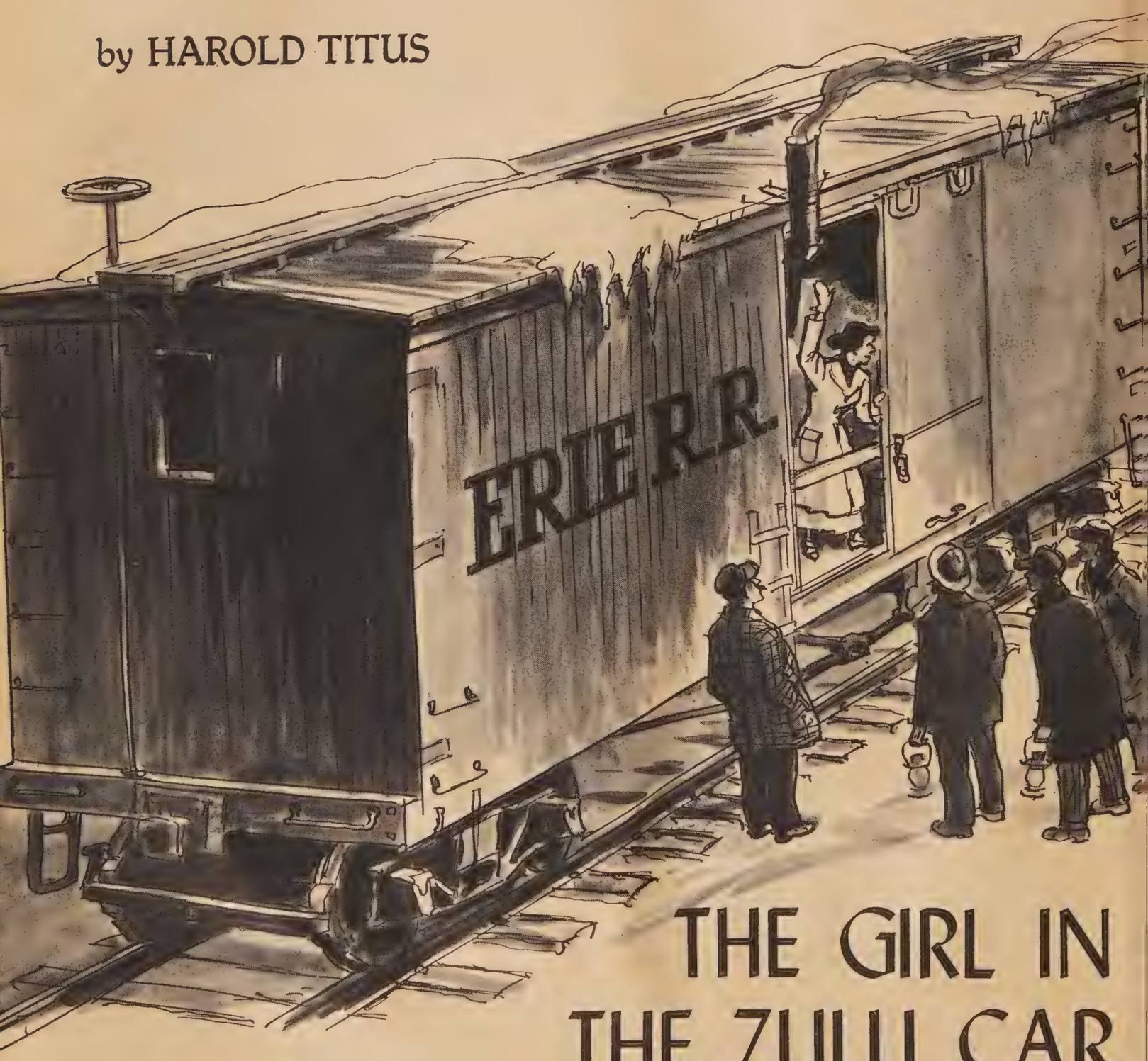
YOU CAN SEE ONE OF "EDDY'S CLOCKS", BUILT FOR THE BOSTON & ALBANY IN 1876, AT NATIONAL MUSEUM OF TRANSPORT IN ST. LOUIS. WILSON EDDY DESIGNED A NUMBER OF THESE ENGINES WITH CLOCKLIKE PRECISION--HENCE THE NICKNAME.

JOE ZIEBARTH, AGE 93, RETIRED LAST DEC. 17TH AFTER WORKING 73 YEARS AND 7 MONTHS CONTINUOUSLY AND ACTIVELY IN MILWAUKEE ROAD TELEGRAPH SERVICE. THIS IS SAID TO BE WORLD'S RECORD FOR RAILROAD EMPLOYMENT. JOE LIVES AT 2318 W. LONG AVE., MADISON, WIS.



WARNED THAT HURRICANE HILDA WAS ABOUT TO HIT SOUTHERN LOUISIANA, 3,400 PEOPLE FLED NORTHWARD TO SAFETY IN 90 BOXCARS ON TWO SPECIAL MISSOURI PACIFIC TRAINS.

by HAROLD TITUS



THE GIRL IN THE ZULU CAR

SLIM McCANN, hogger on the Middle Division in the year 1883, knew that Jack Riley was right when he said: "No matter how good a man might be, he needs his luck with MacLeisch." A lot of luck, old Riley added.

"The man isn't born," Riley had explained to Slim, "that a railroad can't get along without. The division has yet to be opened that will get in trouble because one engineer misses promotion, even if he does deserve it."

Slim knew all this. He realized that Tom MacLeisch could go on being the toughest master mechanic on the system —often as not banking his decisions on the basis of a whim and nothing more—and still be pointed to by officials as a man who got things done and backed up by them.

You see, MacLeisch *did* get things done. He drove and hounded his men. Boomers and soft-soapers didn't get far with him. Yes, sir, he was not pleasant to work for. You had to tend to your job and keep your mouth shut for fear of bringing down MacLeisch's disfavor by a little thing that most officials wouldn't notice.

Slim McCann knew he was good, as engineers go. He also knew that a half dozen in the chain gang were his equals, and even if a master mechanic weighed everything carefully and calmly he'd be stumped to pick the one deserving of promotion. Add the fact that Ed Noble was giving up his passenger run for a Dakota homestead, and somebody would get his place. And on top of all that, Miss Katy O'Dowd came in.

Katy had been in the yards waiting five days and nights for a ramshackle Erie boxcar to be repaired. Half the lads on that division were off their heads about her while the other half were pop-eyed with watching the show; and not a whimper of it got to Slim, although he was in and out four times in those five days.

That's how full the young hogger's head was with the chance of stepping

up a rung, and it was finally going to take a hotbox on his own train to make him know that such a girl even lived.

Katy was an emigrant, see? Westward bound with a car full of household goods. It's called a "Zulu car."

This term signifies the type of freight car used by emigrants to move the family, farm equipment, livestock, and household goods, all in the same car, across the great plains of the West. The name dates back to the days when Barnum & Bailey Circus featured a carload of Zulu warriors traveling with their families and possessions. Those warriors boasted a proud history. Their tribe had defeated a British army—as Kipling put it, had "bruk a British square"—which a lot of people remembered, and the carload of warlike savages was a popular show.

But the car occupied by a shapely redhead named Katy was nothing to be proud of. Extra 764 nursed that rolling ruin in, and it was spotted on the rip track; and word about Katy ran like prairie fire.

And did the men come flocking? If there'd been somebody from the paymaster's office sticking his nose in for an eyeful of her, every branch of the system would have been represented.

Judging from the fuss the repair crew made, you'd have thought that Zulu was the most important car ever billed out of Chicago. From the *fuss,* I say. Not from what was done about it.

"Hum," said Bill Hoxsie, the shop foreman, who went out to the car himself as soon as he heard about the girl in it. "Now what a shame!" he said after a glance at the broken arch-bar and a long look at the slender young female.

Her eyes were sea blue and her brows like careful brush marks of bright orange, matching her hair. She was tenderly small and her cherry lips had a fluttery way when she glanced at a man.

"Listen," she cooed in a husky voice, "will it hold me here long, mister?"

Hoxsie twisted his head and explained he had no arch-bar for a foreign car.

"Sure we have," put in one of the lads, short on guile and upset by Katy. "There's one from the Erie car that burnt up—"

But Hoxsie cut him short, talking fast to get Katy's attention off the boy's shocked look.

"No bar to fit that," he said, "and two road engines to get back into service before another tap's done. A rush like this is somethin' terrible, miss. Alkali water west 'nd all you folks in such a hurry nobody has a chance to keep things clean 'nd tight. A shame!"

The demure little redhead sighed, as if shop troubles were beside the point.

"My Zulu's no good," she pouted. "Couldn't you put my goods in another car?"

Hoxsie didn't think so. "There isn't a serviceable empty atwixt Chicago 'nd Pierre," he said.

The girl trembled slightly. "My folks are waitin' at Pierre for the goods. It's uneasy they'll be."

"We'll do what we can," Hoxsie replied vaguely.

NOW, making an arch-bar before the day of steam hammers was a slow job at best. Other work was pressing for certain in that winter of 1883 when endless trains of emigrant cars rolled westward, bound for homesteads claimed the summer before.

Do what they could? Perhaps. But not to get Katy rolling again; rather, to scheme ways to keep her among them.

The saucy redhead that first night could have gone to a dance with Bill Hoxsie, who was reckless about being married, and with the car checker and an operator and several others, mostly bright lads and single and neither hard to look at nor listen to.

But she didn't. She went with Ike Swartz, the yardmaster, a gnarled and leathery widower—which showed how much interest she had in anything except getting on. Swartz could, if of a mind, put her into a train the hour her car was ready.

That gave the boys something to talk about. But Slim McCann never heard a word of it. Never knew that such a girl was on earth until the morning Tom MacLeisch, the master mechanic, rode out with him.

But MacLeisch knew it, and Katy provoked his chuckles and caused him to be almost amiable to others when he was near her in those five days that Hoxsie dallied around with making an arch-bar.

Why it took only five days is a question. Perhaps Hoxsie gave up trying to impress the girl himself and let the job take its course. Or possibly he helped get Katy out to spite MacLeisch. The latter, middle-aged though he was, took her to a dance the second night.

Or again, it may have been on the master mechanic's own orders, because getting the girl on the road away from those younger and handsomer men would relieve him of some competition, at least. But no inkling reached Engineer McCann, who was concerned with opportunities that had nothing to do with panting after desirable women.

DAKOTA was open. The front of steel had reached Pierre. Emigrants rolled through until you'd think that Eastern States and half the old countries were being emptied to make a bustling land of what had been Indian country yesterday.

Every train had another on its tail. Extra freights carried flags for passengers. A train- or engineman got in forty, fifty, even close to sixty days a month; and if he had one fair night's rest in ten he was frittering his time away.

Slim McCann had made his choice; he was a railroader. The company was hiring with both hands and borrowing Moguls and Consolidations and 4-4-0's from other roads, and still was all snarled up. Promotions popped like corn on coals, anyhow; and now that old engineer Ed Noble had the itch for land, a passenger run would go to someone with luck.

It wouldn't have been just luck if Jack Riley had stayed well. But Jack was sick, so MacLeisch had his old place. Jack had been master mechanic when Slim went wiping. He had an eye for ability and was no man to move on whims. In six months he put the kid firing, and over on the right-hand side within two years.

He liked Slim all right enough but was now in bed, with the final board against him; and MacLeisch, with his whims, ran things.

"Nobody's more deservin' nor you," Riley said when Slim dropped in. "Young, yes. That might give Mac a whim ag'in' ye. You'd better marry 'nd settle down."

Slim gave him a look.

"Sakes!" Riley went on. "I'll bet ye ain't courted a girl since you got 'n engine. Right? But bein' settled might help. Still, I dunno . . . Depends on his whims. You'll need your luck with him."

"I know," said Slim.

The young hogger thought he was having luck with MacLeisch that morning when the master mechanic climbed into the cab to ride with him. A "master maniac" usually rides with a hogger who's been having trouble, but Slim was not in trouble. Or he rides when he may be in doubt about the man, but he could have no doubts about Slim McCann with his fine record for getting trains over the road, let alone the proof of his coal tickets that he got twice the miles out of a ton as many of the other men got.

SLIM hadn't attributed any importance to the group by the door of that Erie car in his train. To him it was like any other Zulu car, with a stovepipe through the door and likely loaded to the roof with furniture and implements and, maybe, transporting a cow or a team, and occupied by some settler in a fever to get to Dakota.

And then came MacLeisch, saying curtly that he would ride, and Slim's young heart climbed into his throat as the switch engine began to push and help him out of town with those fifteen frostbound cars.

In the firebox glow he had a look at MacLeisch, bleak-faced and stern. Oh, a man needed luck with what was behind a face like that, he did! There was one thing Slim could do then and that was to show MacLeisch how to handle stiff cars on a frost-slick rail.

They hung and clung and didn't want to go. He worked her in the corner and made them move and widened on her and, though the exhaust threatened to beat the stack off, the drivers never slipped once to pull holes in the fire that danced on the grates.

He had his sand lever just so, putting enough grit on the rails to give the tires a hold but not enough to hamper the coming car wheels. He had his throttle right to a hair, giving her the last ounce she could get rid of and not another fraction to clog her.

The fireman swung like a pendulum. The gage stood at 160. The screech of those cold journals said they didn't want to roll and they wouldn't loosen up. But they did.

By the time the caboose was out on the main line Slim was hooking her up; when the switch engine left him alone he had her in half stroke. In another mile he had a swing on them, and in two miles the engine was running like a watch and the fireman was straightening his back.

He wheeled them hard to Stockton, with never a grunt out of MacLeisch. The hill engine coupled on, and as dawn ate through the murky east it let go after ten miles of mountain grade. By this time Slim had them out of the Mississippi Valley and beyond the worst of it.

He hung onto them around a tough curve, whooped at a grade, and got almost to the top before he had to work her, and still no move from MacLeisch. Damn it! Couldn't that guy show a little appreciation? Then the brakeman yelled: "Hey! Hot one!"

Slim shut her off and was whistling for brakes before you could bat an eye, and swore some at having to stop there to cool off a journal with a train twenty minutes behind and a meet at Utica.

MacLEISCH was standing beside the rear of that Erie car when Slim, after giving his wedges a little oil, walked back to see what the train crew was doing about it. The head brakeman was sloshing water into the hotbox while the conductor was coming up with the dope pail.

Slim scowled at the girl standing there in a long, dark cloak. Then she looked full into his face as he stopped. The young hogger realized for the first time what it was to have his breath

knocked out, so to speak, by a look.

They hooked smoking waste out and looked at the brass. Tom MacLeisch clicked his tongue and said: "Hard luck, Katy! That'll break any time. Have to set you out."

Set out? Slim blinked. For a brass not half worn through and good for thousands of miles? The man must be crazy, he thought. His eyes wandered from the brass to the master mechanic looking at the girl. Then he sensed that Mac was as crazy as they get.

The conductor nudged Slim and chuckled as the M.M. helped the girl back into her car.

"Gives him a chanct," he wheezed. "Mac's got her out by hisself, now," but still Slim did not understand.

They set the car on the Utica house track. MacLeisch stayed there to telegraph for a car repairer, he said. After they were out of town the brakeman went over and learned to his amazement that Slim knew nothing at all about what everybody else knew.

"Sure thing! Schemin', see? That brass! Ho! And waitin', all right, but it ain't for a car repairer, you bet your shirt!"

Slim put his head out the window to get it straight in his mind. A master mechanic, old enough to be the girl's father, lingering with a "bad order" car because of who was in it. The thing was so preposterous, and that sensation of having had his breath knocked out by a look was so puzzling that he ran St. Charles when he had intended to take water there.

With seven more cars from Waseca he got over the Middle Division to Tracy before doubling back, running light and rapping it eastward. He was bound to get a bit of sleep before called to grab more Zulu cars and wheel the emigrants westward. He again had a meet at Utica and was down oiling when the flaming-haired Katy O'Dowd came into the mellow light of his torch.

"Listen," said she, plucking at his jacket, and the sound and feeling made something jump inside him, "have these conductors no reason?"

"Reason?" he gasped.

The flutter of her lips made him squeeze the waste in his hand.

"It's lookin' forward to when I can get on, it is," she said, and the Irish lilt in her voice made of the waste a tight ball. "By tomorrow I've Mister MacLeisch's promise there'll be new brass in my car, but how to get into a train addles me. To three conductors, I've talked," she said, "and each demands his price and I've naught to offer."

Slim nodded. He knew the luckless-ness of an emigrant set out at a station other than a division point. They might be neglected for days by harried dispatchers. Conductors going through might have no orders to pick them up but still no orders forbade it.

So fifteen dollars was the standard price, with a greenback or so each for the rest of the crew and the remainder for the conductor himself. It was worth all of that to get back to a point where something had to be done about you if trains were to have room to get in and out.

"It's my people," she said in a caressing voice. "Our savin's were spent for stock and tools and we're going to Pierre, where our claim is only five miles away, and the tools are here, and they're needed for the buildin' of a house so the breakin' may go on when frost lets go. And these conductors have no reason, although," she said, more to herself than to Slim, "it is only the oldish ones I've talked to so far."

A headlight showed far away.

"Bad luck!" he said, and picked up his torch. Time to get going again.

SO she had talked only to oldish conductors? Slim whistled lingering for a crossing. But how could a cross-grained rawhider like MacLeisch scheme to hold a girl on his division and take time from his turbulent job to listen to that voice and watch those soft blue eyes?

And then he had to club a rising impulse and tell himself that a man would be a fool to give any girl so much as a look when the master mechanic himself was off his head about her.

But he could listen, he could, to what was said here and there. Which was plenty. It was rumored that, although MacLeish had no jurisdiction over the man, he had given the Utica agent to understand that he was not to let the bill for that car pass to any conductor until he—MacLeisch—said so. Determined to hold Katy there until he got whatever it was he wanted, see?

And the laugh that went around when Katy coaxed her way into a train despite him was as long as it was loud.

Old conductors might hold out for their money, and the young ones might be susceptible to blarney, but anyone who had an eye to the future would not want to cross Mac.

The young boomer conductor who listened to Katy cared more for the curving of her lips than he did for the dollars she might have had but didn't; and, like all boomers, took his job lightly. So he filched the bill from that depot office, cut the car in, and away they went.

There also was a laugh on the boomer when it was told how he tried to get into the end door of Katy's car while they were rolling and was held back with a pitchfork. Oh, no, there was nothing raw about Katy O'Dowd!

But at the rest of the story there was no laughter at all. Braking for St. Charles Hill, you see, the conductor had shoved his club into the wheel of that Zulu car and put his weight on it just as the flawed chain gave up. This sent him off on his neck. Had it not been for a ditch full of soft snow, the incident might have killed all interest in the thwarting of both MacLeisch and the boomer.

NOW, picking the man up caused delay. As a result the hogger worked his engine hard, and on the grade west of Eyota Hill the drawbar on Katy's car pulled out, and away it went backward, shoving the caboose and picking up speed.

The boomer was stretched out on the long seat and the brakeman was five cars ahead when the hind end broke away. The hurt lad had a time of it getting the brakes set with his sore muscles.

But for the grace of plenty of straight track, the runaways would have gone through the following section. As it was, the engineer got his train stopped and was backing up when they came together, so little damage was done to anything except the reputation of Katy's car.

They chained it up and set it off. Once again MacLeisch appeared to urge a "bad order" report for the master mechanic's attention. But he was not present when Slim McCann had a half-hour's delay there at a meeting. The young engineer saw Katy through her half opened door, the day being what a March day can sometimes be, and walked over and recognized the dire trouble in her face.

"Tis you, Mister McCann!" The sound of his name, coming from her fluttery lips, was sweet indeed. "And will you give me hope of gettin' on early?"

"Don't fuss," he said. "You'll get along all right. I really can't tell you how long it'll take."

But he had no chance to say anything else to the girl for two days, because the trainmaster came out of the Tracy eating-house just then with a dinner tray in his hands and worry in his eyes.

"Eat hearty!" said he, handing the food to Slim. "Can I fetch you some beer? . . . Well, then, could I persuade

you to take them through? Can we get this train to Pierre, now, it'll help us. And think of your mileage!"

SO Slim wheeled them to Pierre being twenty-five hours without a wink in doing it. He stood outside while the conductor boiled chicken on the caboose stove and it smelled good, and he watched the switch engine shove his cars off onto the frozen prairie.

Construction had halted with winter. Pierre had no adequate yard, so the westward plunge of occupants for this new land had caught the company short. There was no place to put them except out beyond the end of steel.

Those Zulu cars covered an area as big as a homestead and a tree claim together. Perhaps half again as big, he reckoned. Maybe even double that size. Each stovepipe belched smoke as the people kept warm and waited for spring to let them reach their land and throw up shelter. But Katy's people had not waited, it seemed. Forehanded, they had decided to go ahead.

Five miles from Pierre, she said. . . . And if MacLeisch knew what was in Slim's mind he'd be in the chain gang for life, because talk about seniority rights had gotten no place yet.

Slim's heart beat fast. He couldn't stand for anybody, Mac not excepted, seeing such trouble in Katy's lovely eyes, he couldn't. Still, the railroad was his first love; it had claims on his heart.

FOR A WEEK MacLeisch held the Erie Zulu car at Eyota and did nothing about repairs. Slim McCann made the tank for water and had meetings there. Once he was delayed by a derailment and sat with Katy O'Dowd by the tiny stove in her car and listened to her talk.

"What's this I hear?" Jack Riley demanded next time he saw Slim. "Runnin' on the master mechanic's time? Are ye daft, son?"

Slim twisted and growled some.

"Everybody knows," said Riley, "everybody but him. Your friends are protectin' you by conspirin' to keep word of your courtin' from his ears, but that will end. Are ye daft?"

The young hogger would not tell even Riley of his reckless dreams, but he did tell them to Katy the day she got rolling again. That was the day a brake-beam dropped from her rickety old relic and hooked into a frog in the Rochester yards and snarled cars up so the wrecker had to be called.

This gave Slim a chance to sit with her again and stroke her hand gently as she sobbed out that the devil was after her.

"My people, they sent me money," she said. "I'd written them and they mailed it back. The hour the drawbar was placed in this old failure, I was standin' by the track, bills in me hand, waitin' for a conductor whose love for dollars was greater than his fear for Mister MacLeisch. But now I'm broke down again and have no money, with every conductor on the road thinkin' this car is possessed and Mister MacLeisch takin' his time and—"

"Damn that guy!" swore Slim. "I'm not afraid of him! There's other things than railroads a man can turn his hand to!" He swallowed drily, having renounced thusly his first love. "Rochester will swarm with car repairers, now, because of this derailment, and I'll get you on to Pierre my own self or my name's not McCann!"

Oh, the light in her soft eyes! It made him heedless of all he'd ever planned or hoped for.

"I'll take you to them, your people!" he said, pulling her closer by one hand. "I'll quit this crazy work for a crazy master mechanic. And I'll get me a claim near your people's and then—"

"Ah, Slimmie! What a brave, thoughtful man! And it's so happy I'll be," she said. "And so happy my folks will be because the letter tells that every day they'll be drivin' in to see if I've come."

She talked so rapidly that Slim had no chance to try to say the things highest in his heart.

THAT night he rolled eastward with a sense of having crossed a dividing line. Pangs in his breast, to be sure; pangs that would grow instead of diminishing with time. You can't dream and plan from youth into manhood on one thing and live for it and with it and then discard it easily.

The pangs would grow, yes, but he dulled them by picturing himself with Katy O'Dowd and her people, selecting a claim not too far from theirs and listening to the little redhead tell how, but for him, she might not have reached there by days and weeks.

Right, he'd been about the repair work. All the damage at Rochester had been repaired, but of the derailed cars hers alone remained there when Slim pulled his conductor in the next day.

He went to her, and then into the caboose, saying, "We're takin' that Erie car."

The skipper's jaw dropped. "Man, are you crazy?"

"Likely, but we're takin' it."

A little talk with the fireman settled the next item, leaving Slim free to walk into the dispatcher's office at Tracy, with a smudge of grease on his nose and a queer ring in his voice, and offer to run them through to Pierre again. This offer was received with gratitude, engineers being so scarce.

So he rolled on with Katy in this train. He took his first alkali water at Lamberton tank, keeping it low in the boiler as a man who knows bad water should, which half the men even on those Western divisions had not yet learned.

Slim wheeled them as he had never done before. He saw the brakeman, a new man, hanging on and whimpering. He caught the admiration in his fireman's eyes. Oh, he could drive an engine, he could!

A TOUCH of spring was in the morning air. He rolled into Pierre and got down, a little weary, and started back toward the hind end, wanting to be there when Katy opened her car door.

But it was already open and Katy was hanging out. A team hauling a wagon was coming at a gallop, a man and woman waving from the high seat, and a great array of children yelping and screeching from the box.

The horses sat back on their haunches beside the Zulu car, while the man driving caught Katy with one arm and drew her across to the seat and smothered her with arms and kisses. The woman wept and the children kept screaming. It was quite some time before Katy could still them, and see Slim, and beckon him close.

"Ah, Slimmie, you did it, so!" she cried, tears in her blue eyes. "You did it, lad! And these are my people, my mother, my father, me brothers and sisters. And this is Slim McCann," she said to them, blushing brightly, "except for who I'd still be sittin' in that car some place beside the main line."

Handshaking and stares. Stares for Slim, yes, but more from the O'Dowds for Katy because of the queerness in her eyes—that strange, unearthly happiness that not even a reunion with her own blood could inspire.

A passenger train pulled in behind them but they did not notice. They talked and talked, words fair tumbling over one another and voices all in a snarl. Then Old Man O'Dowd said he had feed to load, which he would do first and then be back to load what he could from the car.

Slim and Katy were alone then, with the sweet, gentle wind blowing her pumpkin-colored hair about her little

ears. He reached for her hands and held them.

She said, "You'll be leavin'?"

"Not now," he said, "nor ever." His voice was stouter as he fought regrets which would not down. "I've got down from an engine for the last time," and his voice quavered a little.

Katy was studying his suffering face.

"It's claim lookin' I'll do this day. And it's claim filin' I'll do next. The hell with railroadin'!" Slim cried, in something of a panic, trying to make himself do the impossible. "It's *you* I want, Katy darlin', not a job on an engine!"

His voice shook and moisture formed in his eyes. She crept closer into his arms, close and closer. Her slender hands pressed against his shoulder blades and her cheek lay on his breast.

"Are ye sure, Slimmie?" she asked.

"As sure as I stand here!" he said. "It's land I want, not engines!"—voice all but breaking. "And besides, should I want to stay by th' company, there's MacLeisch—"

"*Here's* MacLeisch!" a harsh voice broke in suddenly.

HE WHIRLED, then, holding Katy close, to meet the hard stare of the master mechanic himself.

"I heard what had been done," MacLeisch said. "I heard what trick you'd played, McCann, to get this Erie car on! I had business here but I came first to say to you it's an unusual man who'll cross me so!" His eyes narrowed. "An unusual man who ain't afraid of MacLeisch! But it's unusual men a boss looks for, these days. It's the unusual man who's got stuff in him."

The official's eyes were brighter. "Damn!" he went on. "With th' rest of them belly-crawlin' for promotion, you do what you like to do and it settles a question that's been in my mind for weeks! You're gettin' this end of the passenger run that'll be open by Ed Noble's quittin'," the M.M. roared. "Hear me? Passenger run out of Pierre!"

The master mechanic stared hard for a speechless moment. Then he turned and walked off before either could get breath to speak.

"Slimmie!" Katy said at last in a whisper, stroking the young hogger's cheek. "Ah, Slimmie! *That* puts the look in a lad's eye a girl hungers to see. But what a man!" she added as she watched the retreating form of Tom MacLeisch.

Slim swallowed drily. "Mac is that way, a man of whims," he said, and drew the girl close again. ●

Gain Prestige, Big Income, Job Security

You, too, can be an

Accident Investigator

Thrilling New Way To Earn Up To $8 An Hour!

What Other Career Offers A Better Future?

In a matter of weeks you can know exactly how to *investigate the facts* about an accident or fire; *properly estimate the loss, then help distribute the millions of dollars* insurance and transportation companies pay out to cover damages and injuries. For men to 65, this is a golden opportunity to get into one of today's most exciting new professions. 200 million accidents *this year* will require so many more trained investigators, some beginners get up to $500 a month, plus car!

We Teach You Quickly at Home in Your Spare Time

We are training scores of accident investigators by mail and helping to place them in the fast-growing, highly profitable Accident Investigating Field. No previous experience is required. A car is usually furnished; expenses are paid. Many men earn while they learn. Only average-education is required.

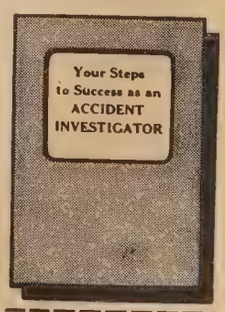
Here are just a few reports of recent earnings: Bob Durant jumped his salary to $7500 as soon as he started. Bill Peck made $943.00 *in just 5 days*, checking hurricane damage! Bob Pritchard reports companies in his area offering men $8,000 a year to start, plus car and expenses! (Many men are earning $8 an hour on the side in their spare time.) No wonder Art Victoria writes, "I recommend Liberty School (Home Study Course) for anyone seeking a much better life."

Keep Your Old Job, Work Part Time at New Job Until Ready to Switch

Only 15 minutes reading a day puts you on the high road to success as an accident investigator. Progress as fast or as slow as you like. Many men get their diplomas in a matter of weeks! (We give you FREE Employment Help through our nation-wide PLACEMENT SERVICE—or show you how to start an investigating business of your own at home.) Dozens of big companies with job openings are making good use of our monthly graduate list.

Mail Coupon Today for FREE Brochure

Let us prove how easily you can quickly switch into this exciting new career that provides prestige, security, a bright future! Sending for FREE Brochure does not obligate you in any way. No salesmen will call. Mail postcard or coupon below today to Dept. 1263, Liberty School, 1139 W. Park, Libertyville, Ill. (The Liberty School is fully licensed as a Private Business School by the State of Illinois.)



Eric P. McNair, President, Dept. 1263
Liberty School of Claim Investigating
1139 W. Park, Libertyville, Illinois

MAIL THIS COUPON

Rush me your FREE BROCHURE showing how I can gain job security and prestige and make as much as $1,000 a month by getting into the Booming Accident Investigating Field. Also include the actual names and locations of successful graduates all over the country. This does not obligate me in any way, and no salesmen will call.

Name_____ Age_____

Address_____

City_____ State_____ Zip Code_____

Two-spouted water towers. (Above) This Pennsy installation once stood near the coal docks at Sandusky, Ohio. Old photo shows an H-10 steamer. (Below) Denver & Rio Grand Western narrow-gage tank still standing at Durango, Colo. It used to serve Rio Grande Southern slim-gage locos on one side, D&RGW in the other. Since RGS abandonment, both sides serve D&RGW.

Bob Lorenz, 1939 Whitaker Drive, Fremont, Ohio 43420

Jim C. Seacrest, 2750 Woodscrest, Lincoln, Neb. 68502

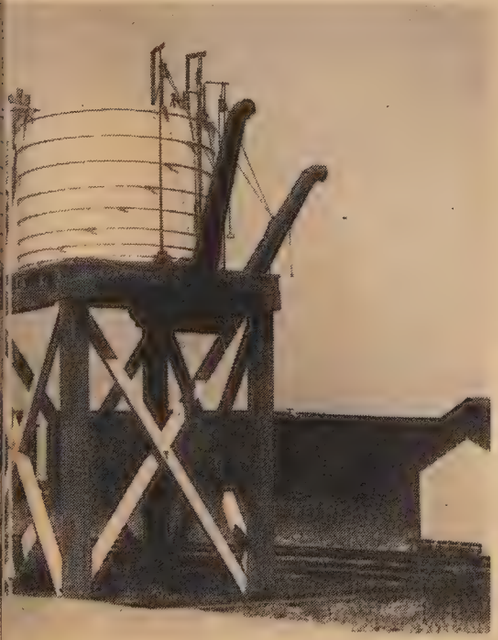
Meet Jean Jernstrom. Her dad is No. 40 in our *Railfans* series (Page 30).

HOBBY CLUB

Conducted by Sy Reich

AN OLD Pennsylvania Railroad landmark is gone, laments Harry E. Hyde, Jr., 930 Academy Lane, Bryn Mawr, Pa., referring to the trestle over Bryn Mawr Avenue and the adjacent valley of a small small stream about 4 miles southwest of Bryn Mawr. This trestle was the last major bridge before the Newtown Square railhead of the Newtown Square branch of the railroad. In its happier days, it carried passenger trains

Sy Reich



Alameda Belt Line had a twin-spouted water tower in Alameda, California.
Photo made in 1941 by Jack Hammond

INVEST NOW!

2 1/2 ACRES

$1 00 DOWN

$10 00 MONTHLY

FULL PRICE $695

MEADOW VALLEY RANCHOS in NEVADA

THE BOOM THAT HAD TO COME IS NOW ON IN NEVADA. Ground floor buyers are reaping fortunes from small initial investments. A factual example of skyrocketing values is Las Vegas, Nevada. Land in Las Vegas that originally sold for $200.00 an acre now sells for $20,000.00 an acre, a profit of 1000%! Buyers who took advantage of low opening prices have become wealthy. The ground floor opportunity of Las Vegas is gone, BUT ANOTHER AREA OF PROPEROUS NEVADA IS BEING RELEASED FOR PUBLIC SALE!

This area has such a tremendous growth potential, such a fantastic unlimited future, that wise investors have purchased large acreage. Bing Crosby's ranch was one of the largest ranches in the county. James Stewart is Honorary Sheriff. Yes, the smart experienced investors have sensed the future and are buying MEADOW VALLEY RANCHOS in Elko County, Nevada.

MEADOW VALLEY RANCHOS has all the factors needed to boom . . . to prosper . . . to skyrocket its land values. Ideally located in the prospering Elko Valley, The Ranchos have the backdrop of the statuesque Ruby Mountains. The sparkling Humboldt River, actually flows through the property and is a valuable asset of the Ranchos. Every Rancho fronts on a graded road. The City of Elko, with its long established schools, churches and medical facilities is MEADOW VALLEY RANCHOS friendly neighbor.

FISHING: A fisherman's paradise. Huge Rainbows, Brook Trout and German Browns abound in Alpine-like lakes and streams.

GOLF: Enjoy leisurely golfing, with never a rush for starting times, at the city owned Ruby View Golf Course. This beautiful golf course is only minutes from the property.

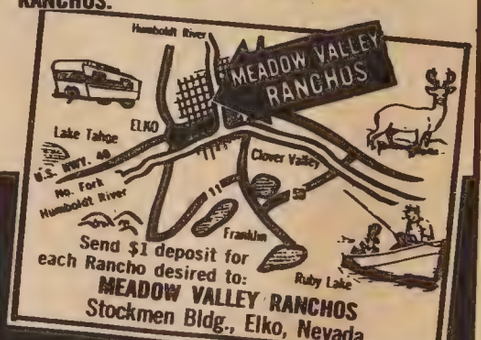
LAKE OSINO: No charge to Rancho owners for full privileges at nearby Lake Osino. Fish, Picnic, Relax at this private recreation area.

HUNTING: You will find the hunting of your life. Big game Mule Deer are abundant. Duck, Quail and Chukar are plentiful.

YOUR PROFITABLE TOMORROW — YES, wise investors are now buying in MEADOW VALLEY RANCHOS, but America's largest corporations, who buy in advance of population explosion, are also investing throughout Nevada. U.S. COMMERCE BUREAU FACT: Per capita income in Nevada is highest of all 50 states.

TAX RELIEF — No State Income, Gift or Inheritance Tax. The low Real Property Tax is actually limited by the State Constitution.

WHAT ARE THE TOTAL COSTS? The full price of the title to your 2½ acre Rancho is only $695. Total payment schedule is $1 down, and $10 per month. No interest, no carrying charges. John D. Rockefeller said, "The big fortunes of the future will be made in Real Estate." You are not required to do anything to your land. Live or vacation on it, or watch its value grow, then sell all or part of it for a profit. Your profitable tomorrow is here today in MEADOW VALLEY RANCHOS.



NOW! DON'T MISS THIS OUTSTANDING OPPORTUNITY

MEADOW VALLEY RANCHOS

3607 STOCKMEN BLDG., ELKO, NEVADA

MAIL COUPON TODAY

Yes!—Reserve acreage at MEADOW VALLEY RANCHOS for me—$695 for each 2½ acre parcel—payable $1 down and $10 a month. No other charges! Send purchase contract and map showing exact location of my holding. You will return my $1 deposit if I request same within 30 days. I enclose $1 deposit for each 2½ acre Rancho desired.

SIZE ACRES	DOWN	PER MO.
2½	$1	$10
5	2	15
7½	3	20
10	4	25

Name:_____

Address_____

City:_____ Zone:_____ State:_____

Indicate No. of Ranchos ____ Total enclosed $____

(until about 60 years ago) and steam-powered freights (until about 15 years ago). More recently it carried an occasional diesel-powered freight; but, to many persons, the blast of a diesel air-horn is not as warmhearted and friendly as a steam whistle.

Within the past few months the Pennsy abandoned the upper section of its Newtown Square branch, cutting off the village of Newtown Square without rail connection to the outside world and demolishing the trestle. To those with nostalgic memories from the Age of Steam, the area does not seem the same; it is as though a dearly loved friend has died.

The Steam Parade

The 22 steam locomotives on the Denver & Rio Grand Western roster today, all 2-8-2's equipped with superheaters, are listed by Alexis McKinney, director of public relations. He points out, however, that ownership and operation are quite different. Nos. 473, 476, and 478, at Durango, are on the Silverton train while 464, last of the K-27 class, although standing outside the roundhouse at Durango, will never run again.

The only K-37's in service today are Nos. 493 and 498. The only active K-6's are Nos. 484, 487, and 488, which are kept either at Alamosa or Durango. The inoperative ones are at Alamosa. Here is the complete steam roster:

No. 464, freight, road class K-27, MP class 125, built by D&RG in 1903, cylinders 17x22″, steam pressure 200 lbs., diameter of drivers 40″, weight on drivers 108,300 lbs., tractive effort 27,000, total weight including loaded tender 223,550 lbs., tender water capacity 4,100 gals., coal capacity 9.5 tons.

Nos. 473, 476, and 478, passenger, road class K-28, MP class 148, built by Alco in 1923, cylinders 18x22″, steam pressure 200, dia. of drivers 44″, weight on drivers 119,500, tractive effort 27,540, total weight incl. loaded tender 254,500, tender water capacity 5,000 gals., coal capacity 8 tons.

Nos. 480-489, passenger, road class K-36, MP class 169, built by Baldwin in 1925, cylinders 20x24″, steam pressure 195, dia. of drivers 44″, weight on drivers 143,850, tractive effort 36,200, total weight incl. loaded tender 286,600, tender water capacity 5,000 gals., coal capacity 9.5 tons.

Nos. 490-499, freight, road class K-37, built by Baldwin in 1928-'30, rebuilt by D&RGW, cylinders 20x24″, steam pressure 200, dia. of drivers 44″, weight on drivers 148,280, tractive effort 37,100, total weight incl. loaded tender 307,250, tender water capacity 6,000 gals, coal capacity 9 tons.

The Nickel Plate (now part of Norfolk & Western) has a rusty 2-8-4 in very poor condition at Bellevue, Ohio, according to John Martin, 8570 Dale St., Centerline, Mich. 48015. Her builder's plate, number plate, etc., are missing. There is an 0-6-0 steamer, No. 9, at the Essex Terminal enginehouse in Walkerville, Ontario, which serves Windsor about a mile from where the Canadian National runs their steam trips, John tells us. She is stored indoors and in no danger of being scrapped, because she is reserved for an Ontario museum—he doesn't know which one. She is the only extant ET steamer, but has outdated flues and is not in operating condition.

He adds that Grand Trunk No. 6323, an Alco-built 4-8-4 is standing in the Detroit roundhouse, alongside an 0-6-0 switcher, No. 202. She is in poor condition and is kept under lock most of the time to safeguard her from vandalizing railfans, but is moved on special occasions.

Martin Zadnichek II informs us that the Burlington's new administration has reversed the instructions of retiring President Murphy to have their steam locomotive No. 5632 repaired and returned to service for railfan trips. She is now stored, partly dismantled, but Martin does not know of future plans for her. No. 4960, however, is still available. (Photo on page 13.)

Don McLean denies that the New York Central's 6020 made the last steam run on the Hudson Division. A month or so after that trip, he writes, the 5436 actually made such a run and, in fact, was on display later in Grand Central Terminal with the 999, the 4090, and other engines, and some cars. Don's address is 3852 Albany St., Schenectady, N.Y.

"Add to your list of steam locos on display the CB&Q 0-6-0 No. 510, exhibited at the Sheration Hotel in French Lick, Ind.," writes Haskell Myers, Rte. 1, Shelbyville, Ind., "and the following water towers still extant: B&O, Carthage, Ind.; NP. East Bemidgi, Minn.; GN, Kelly Lake, Minn., and Bagley, Minn.; CP, Schreiber, Ont., Canada; Milw., Savannah, Ill. There used to be a water tower with two spouts on the old Middletown & Unionville and another at Ladysmith, Wis., on the Soo Line."

"Water towers with two spouts were not uncommon 75 years ago," writes Richard M. Hanschka, 81 Kenwood Circle, Bloomfield, Conn. 06002. "In my grandfather's time many tanks were built oblong with spouts at the ends between two adjacent tracks. A big problem with early tanks was their height. As new, larger engines came into use, the tenders kept getting higher. Many water towers needed enclosures under them to prevent freezing in cold weather. I'm sure that if you check back far enough you'll find a tank with two spouts on the same track but at different levels. This had to be done on occasions where a standard-gage connection was made after construction of a narrow-gage line. In such cases, a newer, larger tank was generally added at a later date."

A two-spouted water tank is recalled by Jack Hammond, 1710 10th St., Sacramento, Calif. 95814. "I used to live four blocks from the old Alameda Belt Line's two-spouted tank," he writes, "from the time it was built (when, Jack?) until the end of the steam era there in 1948. (Photo on page 47.)

"As for covered turntables, I remember one at Norden, Calif.—in fact, I rode around it in an AC Mallet cab in 1950. I rode a helper engine up from Truckee to Norden; the engine was cut off and turned on the covered table, and we drifted back to Truckee. And blind drivers aren't so rare as some readers think. Sierra Railroad locos couldn't work beyond and above Jamestown, Calif. if their center drivers weren't blind.

"One more bit of news: the SP has given its famous locomotive *C. P. Huntington* to the Sacramento State Fair Grounds. I'm glad I subscribe to *Railroad*, as I was having difficulty in finding the magazine on news-stands. Your *Switch List* really brings results. I'm swamped with answers to my entry in January issue."

A 2′-gage passenger train powered by a full size German-built tank loco will be featured on the South Shasta

(Continued on page 53)

REAL STEAM CALLIOPE RECORDINGS

DECCA No. 9-38231 (45 RPM) recorded aboard Sternwheel Steamer DELTA QUEEN by Professor E. Jay Quinby and Billy Menke. Traditional Steamboat Tunes and the big Steamboat Whistle. $1.00 Postpaid. Write

GREENE LINE STEAMERS, INC. 327 Public Landing • Cincinnati 2, Ohio

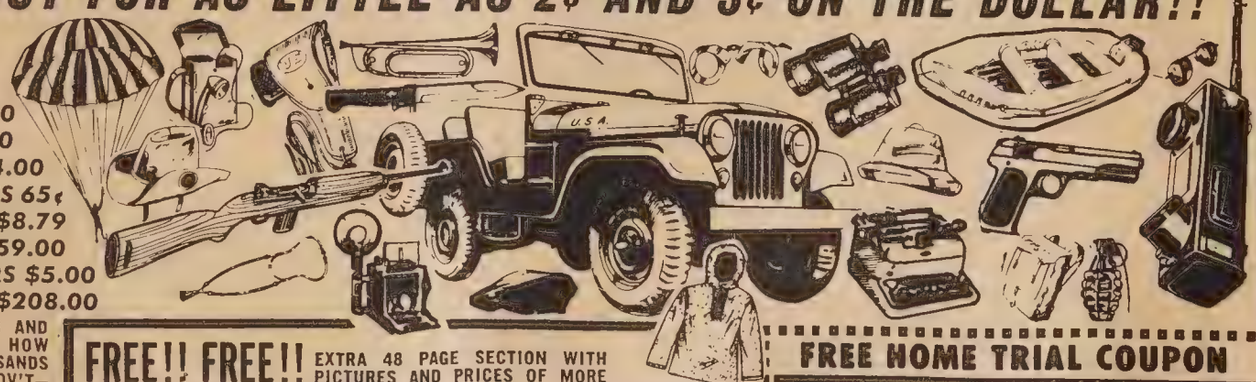
Steam power is often used at Fort Eustis, Va., by the U.S. Army, which ran a late-winter excursion with Consolidations 606 and 611. The latter is a rarity: a Baldwin-Lima-Hamilton rotating valve geared steamer. Much of the credit for the high degree of maintenance goes to Lt. Col. Bill Bevers of the Transportation Corps. He is a former Southern Pacific man.
Photo by H. Reid, co-author of new book "Rails Through Dixie," 8549 Wayland St., Norfolk 3, Va.

U.S. GOV'T SURPLUS

DIRECT FROM GOV'T. FOR ONLY A FRACTION OF ORIGINAL COST. BUY FOR AS LITTLE AS 2¢ AND 3¢ ON THE DOLLAR!!

Examples:

JEEPS $63.00
BOATS $178.00
BICYCLES $5.50
TELESCOPES $4.00
LEATHER BOOTS 65¢
TYPEWRITERS $8.79
AIRPLANES $159.00
REFRIGERATORS $5.00
PASS. BUSSES $208.00



COMPLETE SOURCES AND INFORMATION ON HOW YOU CAN BUY THOUSANDS OF ITEMS FROM GOV'T— ONLY $1.00

FREE!! FREE!! EXTRA 48 PAGE SECTION WITH PICTURES AND PRICES OF MORE THAN 500 ITEMS. YOU CAN ORDER DIRECT BY MAIL AT RIDICULOUSLY LOW SURPLUS PRICES. YOURS FREE WHEN YOU SEND $1.00 FOR THE DIRECTORY.
THIS IS THE WORLD'S LARGEST STOCK!!

RIFLES 10.95
PARACHUTES 21.95
BOATS 16.45
SHOES 1.65
JACKETS 3.25
TENTS 6.55
BAYONETS 2.15
HAND GRENADES 1.60
COMMANDO KNIVES 1.38
COMPASSES 1.05
HOLSTERS 2.15
MACHETTES 2.15
GOGGLES 61c
PISTOL BELTS 1.05
STEEL HELMETS 2.15
GIANT BALLOONS 1.38
MODEL CANNONS 1.38
BAYONETS 1.65
CARTRIDGE BELTS 1.05
STEEL AXES 2.70
CANTEENS 67c
FOLDING STOVE 1.38
FIELD PACK 1.05
MIRRORS 61c
FIELD JACKETS 3.25
AND Bunk Beds,
Life Rafts, Walkie Talkies, Swords, Paratrooper Boots, Flags, Sleeping Bags, Cots, Phones, Mine Detectors, Bugles, Hand & Leg Irons, Blankets, Bullet Proof Vests, Flares, Cartridge Belts, Ammo, Rifle Scopes, Maps, Shovels, Canteens, Saddles, First Aid Supplies, Sunglasses, Mess Kits, Haversacks, AND HUNDREDS MORE!

BUY ONE, TWO OR A DOZEN OF ANY ITEM YOU WANT.
MINIMUM ORDERS AS LOW AS $5.00 ACCEPTABLE

FREE HOME TRIAL COUPON

SURPLUS BARGAINS, Dept. 124-11,
605 THIRD AVENUE
NEW YORK 16, N. Y.

I enclose $1.00. Send the combined catalog and directory immediately. I understand that my money will be refunded if I am not completely satisfied. Also I will receive a full refund with my first order of $10.00 or more.

Name _____
(Please Print)
Address _____
City _____ State _____

FULL PURCHASE PRICE OF $1.00 REFUNDED WITH FIRST ORDER OF $10.00 OR MORE

BOOKS OF THE RAILS

WESTERN TRAINS, by Richard Steinheimer and Donald Sims, 72 pages, 9½x8½", distributed by Golden West Books, P.O. Box 8136, San Marino, Calif., $5.95.

Eighty-five photographs of high quality printed on supercoated stock, ranging from yard scenes at night to sky-filling steam, electrics in the snow, and five SD9's wheeling a string of 103 freight cars through the steep-walled Sheep Canyon, make this book a work of art, a source of delight to anyone who has fallen under the spell of Western railroading.

The period covered is "the 20 years of motive-power revolution that followed the end of World War II." As Donald Sims writes in the introduction: "These were the painful years in which the great tradition of steam power was set aside by the diesel-electric locomotive. They were years of battle in which ancient electrics as well as brand new steam power tried to fight off the implication of newer diesel and turbine technologies. They were years of beauty, surprises, and great changes."

Represented in *Western Trains* are some of the topmost names in modern rail photography: Steinheimer and Sims, James L. Ehrenberger, Henry R. Griffiths, Jr., Robert J. Knoll, Wade J. Stevenson, and William C. Whittaker. We asked one of the joint authors, Dick Steinheimer, about the partnership which led them to turn out such a book.

"Don and I became friends about 15 years ago," he recalls, "after seeing each other's work in *Railroad Magazine*, which usually includes addresses in its credit lines. We lived in southern California, barely ten miles apart. Together we filled a lot of week-ends with picture-taking jaunts in beat-up old cars.

"Our most memorable epic was a five-day trip in December, 1951, to the Salt Lake City area. We left in late afternoon and it soon became dark. South of Las Vegas we burned out a voltage regulator in the freezing night air. As we had no car heater, we spent that night slapping our arms together and stamping our feet on the car floor, trying to keep warm, while we sped through the biting cold. After dawn we pulled into Thistle, Utah, a Rio Grande division point on the west slope of the Wasatches. There we wolfed a hot breakfast and then began photographing the beauty of steam-train operation at 28 below zero. It was most exciting.

The *Challenger* at Rock River, Wyoming, on Union Pacific main line in July, 1952.
Photo by Richard Steinheimer (from the new book "Western Trains")

"Two factors in particular prompted our mad picture-taking trips. One was Lucius Beebe's prophecy that the eclipse of steam was very near, The other was reading *Railroad Magazine* stories in which railroaders told about their experiences. We wanted to photograph such scenes while we could."

Unlike many fans, Don and Dick feel the same interest in a U50 diesel that they felt, for example, in a Southern Pacific cab-in-front steamer, and their book shows it. Dick developed a love affair with railroading in his junior high school days and spent hours watching the SP trains that ran behind his home. He was living in Glendale then. His present address is 4263 Park Blvd., Palo Alto, Calif. For ten years Dick was a newspaper camera man and writer. He also contributed two illustrated articles to *Railroad Magazine*. Now he works for Fairchild Semiconductor as a photographer in the marketing department. Last winter he had an exhibition of railroad shots in New York's Grand Central Terminal.

"My ambition," he says, "is to be a good editor of photographic material. *Western Trains* offered a chance to try my wings in editing rail subjects."

The editing shows professional skill. Pictures are well chosen and make-up is uncommonly good.

FAREWELL TO STEAM IN CANADA: *Canadian Steam Locomotives in Story and Pictures*, by N. H. Mika, 118 pages, 8x10½", indexed, Mika Silk Screening Ltd., P.O. Box 536, Belleville, Ont., Canada, $7.95.

The author opens with a dramatic account of Canadian National 6043 ending her regular run to Winnipeg on April 25, 1960: "A black plume of smoke appeared in the distance and the familiar sound of her whistle filled the air as she approached the station. The platform was crowded with people waiting in a blustery wind to see the Black Beauty come home for the last time. Her wheels slowly ground to a halt. She was six minutes behind schedule. Photographers were busy snapping pictures; men with tape recorders tried to capture the sound of the hissing steam escaping from her valves. A white banner was hoisted on the front of the engine. It read: 'Farewell to 6043, CNR's Last Steam Locomotive.'

"As a tribute to the mighty engine, Premier Roblin of Manitoba took over her controls and brought her into the roundhouse to rest. Was there something wrong with this locomotive? No, on the contrary. She was one of the finest and most efficient engines ever run in Canada. . . but a new giant had taken her place—the powerful, modern diesel."

This non-technical volume covers Canadian railways in detail from 1832, when the first line was incorporated, to the last steam run 128 years later. There are chapters on the pioneer Champlain

& St. Lawrence; the Ontario, Simcoe & Hudson; the Great Western; the Grand Trunk; the Intercolonial; the Canadian Pacific, with a chapter also on its steam power; the Canadian National, likewise with a separate steam power chapter, and "Interesting Facts About Railways in Canado," plus a chronology of dates in the nation's rail history.

Besides many good line drawings and a few black-&-white photos, there are 20 full-page color plates of locomotive types. The book should have a wide sale both north and south of the U.S.-Canadian border.

THREE BOOKS by Clinton F. Thurlow, Weeks Mills, Maine 04361, all copiously illustrated and paperbound: *The Weeks Mills "Y" of the Two-Footer*, 66 pages, 5½x8½", $1.75; *The WW&F Two-Footer: Hail and Farewell*, 116 pages, 5½x8½", plus 22x8½" insert of railroad profiles, $1.95; and *Over the Rails by Steam* (A Railroad Scrapbook), 104 pages, 6x9", plus two separate inserts of photos and profiles, $1.95.

These little books are rich sources of history, lore, and pictures of Maine's various 2"-gage railroads, particularly the Wiscasset, Waterville & Farmington. They include some quaint material never before brought to our attention. The third book, for example, describes and pictures an odd freight-and-passenger railroad that was operated with *oxen* power between Moosehead Lake and the Penobscot River for about 17 years. A rider on that line wrote: "Whenever the 'engine-driver' stopped to pick huckleberries, the train, self-braking, stopped also, and the 'engine' took on fuel from the tall grass that grew between the sleepers (ties)."

The same book tells about a woman living on a trackside farm; a locomotive killed her hog. She smeared the rails with grease from the carcass, stopping a train and forcing it to run back about 6 miles to pick up sand before it could proceed. Thereafter the locality was known as Hog Hollow. Another item features a railroad, locomotive and all, operated entirely by one man.

Mr. Thurlow tells us how he came to published the three books: "When I moved to Weeks Mills, I found the last unaltered station on the WW&F in a sad state of disrepair. Later, it caved in and made me realize that the availability of information and memorabilia on this old line was fast disappearing. I talked with oldtimers along the route. There nostalgia fascinated me and I began to collect facts, pictures, and stories. A few months later my first book came off the press. It sold so well that it went into a third printing and evoked so much additional material that I put out a second book and then a third, all on the same general subject. My son David, my wife, and my son-in-law, Michael Burns, helped considerably in this project."

MAIL CERTIFICATE TODAY

This Certificate is redeemable for Money-Making Display Kit worth $4.36. Kit contains full size products listed below — PLUS everything you need to start making big money FAST!

$4.36 VALUE

Entire Kit is yours FREE when you send an order within 30 days. Or, you may return Kit within 30 days at Blair's expense and keep ANY TWO PRODUCTS FREE.

NAME_____ AGE_____
(Please Print)

ADDRESS_____

TOWN_____ STATE_____ ZIP_____

BLAIR QUALITY PRODUCTS • Dept. 636CD, Lynchburg, Va. 24505

The Valuable Certificate above brings you $4.36 worth of Beauty and Home Products

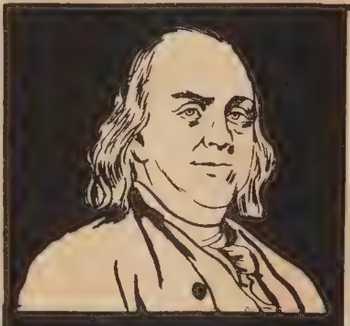
FREE!

when you send an order within 30 days

	Regular retail price
Everly Creme Sachet	$1.50
Everly Hand Creme	.89
Everly Lemon Cleansing Cream	.79
Blair Cough Syrup	.79
Blair Vanilla, Imt. Flavoring	.39
Total retail value	**$4.36**

Discover an exciting new way to make up to $25 . . . $50 . . . even more a week in spare time as a Blair Beauty dealer. Mail above certificate for Money-Making Kit of Beauty and Home Products worth $4.36 and a catalog of Blair's 200 products. No experience needed. Act now! Mail certificate above today!

BLAIR Dept. 636CD, Lynchburg, Virginia 24505.



SAMPLE PUZZLE

Who is He?

Unscramble the tangled letters in the Sample Puzzle at left and find out. If you can solve 24 puzzles like this, you may win a

$10,000 FIRST PRIZE

or any one of 149 other substantial cash prizes. You can get the first 4 puzzles by return mail, and full prize details. Just mail the coupon below with self-addressed stamped envelope, or 10¢ coin if more convenient.

CLUE: He brought electricity down on a kite string. The right answer is one of these names:
FLETCHER FARRAGUT FRANKLIN BRADFORD

Send for First 4 Puzzles

TANGLE FUN CONTEST, BOX 645
THOUSAND OAKS, CALIF. 91360

MY SOLUTION

Without obligation, send me the first four puzzles, prize list, and complete contest information.

☐ I enclose self-addressed stamped envelope, or equivalent in coin.

PLEASE PRINT

NAME_____

ADDRESS_____

CITY & STATE_____

AUSTRALIA: WIDE OPEN FOR ADVENTURE. DILLINGER'S MOST SPECTACULAR JAILBREAK. BEST SELLER: "IS PARIS BURNING?" PLUS BONUS THRILLER: "SECRET WEAPON FOR SALE."

In February Argosy on your newsstand now.

March Argosy coming soon.

WAR IN VIETNAM: FIRST CAVALRY'S BLOODY DEBUT. WHITE MOUNTAIN'S $10,000,000 SECRET. TRAFFIC TICKETS: HOW TO BEAT 'EM. JOHN CREASEY MYSTERY NOVEL, "MURDER: LONDON/MANHATTAN."

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English-language railbook still in print, if it retails above $2.50. All are postpaid.

New York State residents must enclose 2 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rocheller, N.Y., which has no city sales tax.

The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service*, 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions.

	List Price	Our Price
2,000,000 MILES OF TRAIN TRAVEL, Allen	$11.00	($10.45)
C&O POWER, by Shuster, Huddleston, Staufer	$15.00	($14.25)
WESTERN TRAINS, by Steinheimer and Sims	$ 5.95	($ 5.65)
FAREWELL TO STEAM IN CANADA, by N. Mika	$ 7.95	($ 7.55)
DINNER IN THE DINER, by Hollister	$ 5.95	($ 5.65)
RAILS TO THE RISING SUN, by Small	$ 7.95	($ 7.55)
THE SITUATION IN FLUSHING, by Love	$ 4.95	($ 4.70)
THE TRAINS WE RODE, Beebe and Clegg	$15.00	($14.25)
GREAT RAILWAY JOURNEYS, by Jones	$ 5.95	($ 5.65)
IN PURSUIT OF THE GENERAL, Pittenger	$ 6.95	($ 6.70)
SUDAN TRANSPORT, by Richard Hill	$ 6.75	($ 6.40)
ECONOMICS OF REGULATION, by Phillips	$13.35	($12.70)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
INLAND EMPIRE, by John Fahey	$ 5.95	($ 5.65)
LOCOMOTIVE ENGINEER'S ALBUM, Adbill	$12.95	($12.30)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
TWILIGHT OF STEAM LOCOMOTIVES, Ron Ziel	$ 5.95	($ 5.65)
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
GREAT TRAINS OF ALL TIME, by Freeman Hubbard	$ 4.95	($ 4.70)
BURLINGTON ROUTE, by Richard C. Overton	$10.00	($ 9.50)
TO THE GREAT OCEAN (Trans-Siberian), Tupper	$ 8.95	($ 8.50)
RAILWAYS (British), by George C. Allen	$ 3.00	($ 2.75)
NEVADA COUNTY NARROW GAUGE, by G. Best	$ 7.50	($ 7.15)
GREAT TRAIN ROBBERY, Gosling and Craig	$ 4.50	($ 4.30)
PACIFIC COAST SHAY, by Dan Ranger	$ 7.95	($ 7.55)
RUDOLF DIESEL, by Nitske and Wilson	$ 5.95	($ 5.65)
RAILROAD THAT LIGHTED S. CALIF., by Johnson	$ 7.50	($ 7.15)
SMOKE ACROSS DIVIDE, Ehernberger-Gschwind	$ 4.95	($ 4.70)
SMOKE ACROSS PRAIRIE, Ehernberger-Gschwind	$ 4.95	($ 4.70)
BRITISH RAILWAYS LOCOMOTIVES	$ 3.75	($ 3.55)
WORLD'S UNDERGROUND RYS., F. Howson	$ 6.25	($ 5.95)
B&O POWER, by Alvin Staufer	$15.00	($14.25)
RAILROADS OF BLACK HILLS, Fielder	$12.50	($11.90)
FAMOUS LOCOMOTIVES OF WORLD, by Hamilton	$ 3.25	($ 3.00)
UNUSUAL RAILWAYS, by Wilson and Day	$ 5.75	($ 5.50)
MORE UNUSUAL RAILWAYS, by John Day	$ 5.75	($ 5.50)
WORLD RAILWAYS: 1962-'63 edited by H. Sampson	$28.00	($26.60)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE TRAIN THAT NEVER CAME BACK (true railroad stories for 8-12 age) by Freeman Hubbard	$ 2.75	($ 2.60)
HAWAIIAN RAILWAYS, by John Hungerford	$ 4.95	($ 4.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.60)
RAILWAY SIGNALLING SYSTEMS, Day-Cooper	$ 3.25	($ 3.00)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
CANADIAN NATIONAL RAILWAYS by G. R. Stevens, 2-volume set	$12.50	($11.90)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 3.95	($ 3.75)
SHIPS AND NARROW GAUGE RAILS, by Best	$ 6.00	($ 5.70)
PGE: RAILWAY TO NORTH, by Bruce Ramsey	$ 7.50	($ 7.15)
STEAM LOCOMOTIVES & HISTORY: GEORGIA RR. AND WEST POINT ROUTE, by Prince	$ 9.50	($ 9.00)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
ACROSS THE MIDLANDS, by Cook	$ 8.95	($ 8.40)
STEAM LOCOS OF BURLINGTON, Corbin, Kerka	$15.00	($14.25)
DECLINE OF STEAM, by Colin Gifford	$16.00	($15.20)

(Continued from page 49)

Lines every Sunday in April and May from 1 to 4 P.M. in connection with an operating 0-gage model railroad show and museum of antique steam engines and farm machinery on the G. A. Humann ranch, Rte. 1, Box 45, Gerber, Calif. 96035. Admission: adults $1, children 50 cents.

"Eleven Canadian Pacific steam locomotives were still standing in the scrap line at the Weston Shops here," reports Donald Heron, 424 Queenston St., Winnipeg 9, Man., Canada, "including 4-6-2's, Consolidations, 2-8-2's, one Ten-wheeler, an 0-8-0, and the 3100. one of CP's only two 4-8-4's, the biggest and handsomest of them all. I hear rumors that some will be preserved.

"Two steam cranes in the yards are loading scrap metal into gondolas. One dates back to 1889, I believe, while the other is of 1904 vintage. A 12-wheel steam crane of mammoth proportions was being overhauled in the shops. Also at the Weston Shops is a 1926 Ford fire engine in good condition, with only 3,000 miles on the speedometer."

"We buy or sell usable locomotives, cars, and rail," announces Luria Bros. & Co., Inc., Railroad Division, Reading, Pa. "We also rebuild railroad cars and demolish abandoned railroad lines."

"Only 20 standard-gage Niagara-type locomotives are left in Mexico," reports Ed Wojtas, author of "Rock Island Doodlebugs," "and those will probably be retired in a few months. The historic old trolleys in Veracruz, Mexico, will be scrapped as soon as the 30 PCC's ordered from Toronto arrive. I have a transit map, roster, and photos of the old equipment."

"John E. Martin's article about Mexican steam power (Feb. issue) mentions a lone steamer at Huehuetoca," writes Jim Marcus, 19000 Locherie Ave., Cleveland, Ohio 44119. "This was a 2-6-6-2 Mallet (Alco, 1938) No. 2033 but is no longer there. She was junked two weeks after my arrival. I was lucky enough to get the builder's plate from her smokebox.

"Homeward bound, I stopped at Green Bros. Sand & Gravel plant in Franklinton, La. Besides 2 ex-T&NO 0-6-0's I was surprised to see an ex-GM&O 4-6-0 on the end of their wye. Exploring further back into the woods I found the remains of an ex- Mississippi Central 2-8-2, ex-Illinois Central 0-6-0 No. 120, and an unidentified 0-6-0, still in one piece but due to be scrapped soon.

"Early that morning I watched 0-6-0 No. 124 couple onto 64 empty cars and move them all out without slipping a wheel. Both switchers are in pretty bad repair. The 124's tender has been turned upside down, due to a rusty and leaky bottom. It's anyone's guess how long the company will continue to use steam. After leaving there, I visited the Mississippian, the Mobile & Gulf, the Graham County, and the East Tennessee & Western North Carolina, and finally arrived home with 63 rolls of 8mm movies and fond memories."

As we go to press, we have received letters correcting our Erie steam roster (Feb. issue) from Warren D. Stowman, 2102 Eastburn Ave., Philadelphia, Pa. 19138; Bill Pennington, Western Pacific hogger, P.O. Box 478, Portola, Calif. 96122; and William H. Gibbons, 13400 Clifton Blvd., Lakewood, Ohio 44107. Regretably time does not permit us to check into this mass of material and correlate it for publication.

Setouts and Pickups

Next month's locomotive rosters: present-day Canadian Pacific and shortlines of Pennsylvania. Maybe an old Canadian Pacific steam roster, too.

As an addition to our Canadian Shortlines roster, Ross Hoover says the London & Port Stanley owned 3 electrics, L1-L3, built by Canadian General Electric in 1915, and two diesels, L4-L5, built by General Motors Diesel Ltd. The L4 is a G12, built in 1955. Specifications of L5 are not available.

As for the shortlines of Wisconsin, Cornelius Hauck lists the 3 Laona & Northern units: 101, built by Vulcan, weighing 45 tons, B-B wheel arrangement, built in 1941. No. 102 is a 300-hp B-B built by GE in 1942. No. 4 is a 2-6-2 steam engine (Vulcan, 1916).

The hottest new money maker to be offered in years!
JEWELED
CALENDAR WATCH $2.44
Swiss movement. Beautiful styling. Tells time and date, too. Sweep second hand. Stainless steel back. Water resistant and anti-magnetic.
WIGS $10.40
The newest craze for women are human hair wigs. These are beautifully made in a wide selection of hair colors.. Top profit maker for you!
WALKIE TALKIE $4.95
Transmits, receives. Fits in shirt pocket. Aerial extends for longer distance operation.
ELECTRIC RAZOR $1.70
Product of Swiss Craftsmanship. Shapes to shave the heaviest beard. Maker guarantees for two full years. With cord, head guard and brush.
FIELD GLASSES $2.40
7 by 35 G.C.F. Clear and powerful. Beautifully balanced. Lightweight. Protective lens cover. Center focusing.

BUY BELOW WHOLESALE

Start your own big profit Home Import Business with dazzling bargains like these. Spare or full time without capital or previous experience. Hundreds of other beginners just like you have made big money following my Plan. Read what they say... rush coupon for Free Book.

$1000.00 A MONTH PROFIT
"Thank you for helping me get started in import-export business. From August 1, to December 31, my gross profit is $5,050.00 in importing transistor radios."
Albert Sergio, Pennsylvania

TRUCK DRIVER TURNS WORLD TRADER
"Starting three years ago, I now have succeeded in obtaining 285 working agents around the free world and have given up my former profession of driving a truck and have gone into world trade on a full time basis. Have sold to date just under 12,000 Multi-Blade Scrapers." S. N. Diezel, California

500% PROFIT ON PERFUME
"I just received word from my exporter in France that my shipment of perfume was mailed. This order is for $40.00 my cost and will give me a gross profit of not less than $200.00."
Thomas H. Medlin, Oklahoma

NEW CAR, NEW HOUSE
"We are now operating at the level of $10,000 sales per year. I am still working at my regular job and doing importing on the side. It has helped me to buy a new car and we are now considering buying a new house."
Mahlon Rissler, Pennsylvania

HUSBAND-WIFE OPEN GIFT SHOP
"My wife and I have opened our own gift and novelty shop with great success. We now have a large selection of beautiful imports from several countries. Our first big deal was when we received an order for $400.00 worth of cypress lamps." A. J. Cali, Florida

HOUSEWIFE AVERAGES $30.00 A DAY
"I am making from $25.00 to $35.00 a day and at the same time, keep a close watch at my house and my seven children."
Mrs. E. F. Garza, Texas

SPARE TIME GROSS—$1000.00
"Working just a few hours a week in the import business I have grossed over $1,000.00. For the present I am importing jewelry from Germany, watches from France, and leather goods from Mexico."
Louis F. Surillo, Puerto Rico

WOMAN SELLS $1,000.00 JEWELRY
"In one month I sold over one thousand dollars worth of jewelry. Most of it came from Spain and other parts. Also over five hundred dollars in cosmetics and an order for three hundred electric shavers from Switzerland."
Beatric Wodd, Hawaii

SELLS $158.85 FIRST DAY
"My first day sold $158.85 and found it quite easy. Thank you sincerely for giving me the chance of being an I.T. Member."
W. Kuystermans, Canada

These authentic testimonials have been selected from hundreds of successful reports on file at my Headquarters. I do not promise everyone will do as well because success depends on the willingness to work for these fine profits and ability. But the money-making opportunities are there and I will help you go after them right now.

JOIN THESE MEN - WOMEN
You can make money too. Thousands of amazing import bargains can lead you to opportunities far beyond your wildest dreams! Start now at home, spare or full time. Start anywhere . . . city, town, rural area. Pocket profits even before ordering merchandise. Beginners make first import transaction within 10 minutes after you receive my drop-ship Plan. Bargains go fast to stores, premium users, mail-order, friends and others.

YOU POCKET ALL THE PROFITS
The products shown above are only examples of exciting import bargains. Many bring profits up to 200% and more. I give you confidential information . . . tell you who to contact . . . show you were to buy below U.S. wholesale price because you *deal direct with overseas sources* . . . eliminate middleman profits!

I SHOW YOU WHAT TO DO HOW TO DO IT

B. L. Mellinger, Jr., famous World Trader, says, "I reveal secrets of Import-Export that have made a fortune for me. My Plan gives you hundreds of overseas suppliers, shows you how to start making profits at once even if you start on a shoestring. Rush coupon for my FREE BOOK."

Send No Money! Do Not Order Products From Us!
Remarkable Book Sent FREE Just Clip and Mail Coupon

MELLINGER CO., Dept. X 1123, 1554 S. Sepulveda Blvd., Los Angeles, Calif. 90025

Plan shows where you get buys like these for big profit sales. Prices shown are direct from suppliers abroad. Products subject to availability and price fluctuation. Put coupon in mail now!

How to IMPORT AND EXPORT

THE MELLINGER CO., Dept. X 1123
1554 So. Sepulveda Blvd., Los Angeles, Calif. 90025
Send Free Book "How to Import and Export" showing how I can start a business of my own and make big profits. Show me how I can get bargains like these and thousands more direct from overseas suppliers.

NAME _____
Address _____
City _____
State _____ Zip No. _____
Give Zip No. for fastest reply.

A new aircraft-type of high-speed, lightweight, passenger train powered by gas-turbine engines has been designed by United Aircraft Corporate Systems Center for future use in the Northeast Corridor. Its interior resembles a jet airliner.

Three locomotives are shown on the Grand Trunk's diamond at Durand, Michigan, in this shot made ten years ago by William K. Viekman. At the left we see the 5629, in the middle is a 4-8-4 type, No. 6410, and at the right is No. 5627, a Pacific.

For our North Dakota shortlines roster, Harold Buckley, Jr., lists the 3 units of the Midland Continental, N.D.'s only shortline: No. 310 was a Westinghouse, 500-hp, B-B, built in 1934, scrapped in 1953. No. 401 is an Alco RS-1, 1000-hp, B-B, built in 1946. No. 402 is an Alco RS-1, 1000-hp, B-B, built in 1951. The latter 2 units are still in service.

Mr. Gopi, Margatjakara G 16, Purworedjo, Kedu, Indonesia, is interested in U.S. and Canadian rail magazines, booklets, rr. calendars, etc., but can't get them in his own country. He wonders if any readers have such items to spare for him.

"I have begun work on my next book, Vol. II of *New York Central Power,*" writes Al Staufer, Rte. 4, Box 145, Medina, Ohio 44256.

Wayne M. Scott is engaged in research for a railfan-type book on Great Northern steam power. He lives at 2026 S. Dakota Ave., Sioux Falls, S.D. 57105, and wants to hear from readers, especially old GN steam men, who can supply information on the subject.

"At Steamtown, U.S.A.," writes Jay Quinby, 30 Blackburn Rd., Summit, N.J., "I was amazed at the comprehensive collection of steam locos gathered by Nelson Blount, who is building a paddle-wheel steamboat to operate in the 14-mile pool of the Connecticut River above his Bellows Falls terminal, where it will meet all steam trains on his Green Mountain Railroad."

We are glad to get news and comments for this department. But please keep 'em brief, and never use a pale gray typewriter ribbon. If you own a worn-out ribbon throw it away. Our eyes can't stand the strain of reading letters typed faintly or written too lightly in pencil. Such letters quickly go into our scrap basket.

Female pen pals are wanted by Antone D. Jensen (age 45), Box 34, West Chicago, Ill.

"We have bought a used and complete railroad dining car and will putt a restaurant in it," writes R. C. Klein, 7308 Glades Ave., St. Louis 17, Mo. "Will some reader help us to locate old railroad items that will add authenticity to such an eatery? Modern reproductions would not do. We need waiting-room benches, luggage carriers, decals, cuspidors, signal lights, handcars, old oil lanterns, etc."

Bangor & Aroostook is offering some attractive railroad souvenirs: Overnigh

bag $1.35; red, white, and blue BAR boxcar tie clip, $1.75; same in cuff links, $2.50; playing cards, pack $1; double pack with case $2.25; tape measure (6 ft. Zippo) $1.85, and a few other items. Order from BAR, Public Relations office Houlton, Maine 04730.

The libraries of the University of Michigan at Ann Arbor 48104, and the University of Wyoming at Laramie 82071 are building up their transportation collections. They would like to receive timetables, posters, maps, broadsides, manuscripts, correspondence, ledgers, journals, photographs, annual reports, etc. Anyone willing to dispose of material of this sort is invited to write to either library.

Details of the tragedy when a Jersey Central commuter train plunged off Newark Bay bridge in the mid-1950's are wanted by Robert Vibbert, 165 Woodlawn Circle, Portsmouth, N.H.

Jim Scribbins, 155 N. 79th St., Milwaukee, Wis. 53213, wants photos of narrow-gage NdeM diesels for publication in a book he is writing.

A smart-looking 1966 railroad calendar, 10x17″, with 13 large high-quality photos, mostly steam trains, some electrics and trolleys, is available from Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10023, at $1.95 each (3 for $4.65). Each photo, reproduced in fine detail on stiff paper, will be worth saving long after 1966 has passed into history.

Photo of Canadian Pacific 3101 in our March issue, inadvertently credited to someone else, came from Tom Schmidt, Industrial Photo Service, 25 McKown Rd., Albany 3, N.Y.

Ohio Railway Museum at Worthington (P.O. Box 171) will be open noon to 5:30 p.m. every Sunday, May through October; 1 to 5 p.m. every Saturday, June through September; 11:30 to 3 p.m. weekdays in August; and 1 to 5 p.m., holidays (May 30, July 4, Sept. 5). Special steam days. If you want info. on them, send self-addressed stamped envelope to Dave Bunge, director of public relations.

"Prior to last July, Charles Hawkins, Sr., age 75, Brookville, Md., had never ridden a train in his life," writes Deane Mellander, 2705 Newton St., Silver Spring, Md. 20902. "My grandfather talked him into visiting York, Pa., where he took his first train ride behind ex-CP 4-6-2 No. 1286 on one of the Rail Tours trips operated by George M. Hart over the old 'Ma & Pa.' With Mr. Clark were my grandfather, my father, and me."

YOU CAN WIN YOUR SHARE

$4,500 REWARD!

ENTER MYSTERY PERSONALITY CONTEST FOR FUN & PROFIT! OVER 70 CASH PRIZES!

FIRST PRIZE $2,000 ($1,500 and $500 Promptness Bonus)

2nd Prize $1,000 — 4th Prize $200 — 6th Prize $40
3rd Prize $500 — 5th Prize $100 — 7th Prize $20
64 8th Prizes of $10 each .....$640 — TOTAL $4,500

WANTED! Anyone who can solve the name of this masked movie star!

OFFICIAL PUZZLE CONTEST RULES

■ 1. Name this mystery movie star. Print his full name in BIG SQUARES, from top to bottom. (See sample puzzle — BOB HOPE). Step 2 will help you. ■ 2. Fill in cross words to fit clues. First letter of each cross word goes in BIG SQUARE. All words are easy. First letters spell out mystery star's name! ■ 3. Enter contest as often as you wish. $2 fee with each entry; nothing more to pay. Limit: one prize per household. ■ 4. In case of ties, tiebreaker puzzles sent free; no extra fee. ■ 5. Contestants agree to contest rules, as interpreted by the contest judges. Contest subject to all Federal, state & local regulations. ■ 6. Enter this new puzzle contest now, to be eligible for $500 Promptness Bonus!

FIRST LETTERS OF EACH WORD SPELL THE FULL NAME OF THIS MASKED STAR! PRINT HIS NAME IN BIG SQUARES!

DETACH AND MAIL TODAY!

Work or employment
Not closed
Opposite of sad
Five cent coin
Marriage ceremony
Reply to question
Not old
Branch of Armed Forces
The last part

THIS IS THE OFFICIAL CONTEST PUZZLE AND ENTRY BLANK

SAMPLE PUZZLE

B OY Male child
O VEN Where bread bakes
B AKER Man who bakes
H AMMER Tool
O CEAN Sea
P EAR A fruit
E AR Organ of hearing

American Holiday Association, Dept. 3607
7471 Melrose Ave., Los Angeles, California 90046

Gentlemen: Here is my entry in Mystery Personality Contest, filled out same way as Sample Puzzle.

☐ $2 Entry Fee enclosed (cash, check, or m.o.)

NAME
(PLEASE PRINT CLEARLY)
ADDRESS
CITY STATE ZIP

EARN BIG MONEY! Learn Electric APPLIANCE REPAIRING At Home In Your Spare Time

With a Potential Market of 100,000,000 Customers

New shop-method home-training system gives you electrical know-how that used to take years to learn. Learn at home by building valuable testing kits, repairing your own and neighbors' appliances. It is not unusual for appliance repairmen to charge on the basis of $5.00-$6.00 an hour.

FREE ILLUSTRATED BOOK

Shows you how you learn every phase of electrical appliance repair. How to make money while you learn. Write today for your FREE copy.

CHRISTY TRADES SCHOOL, Dept. A-2952
3214 W. Lawrence • Chicago 25, Ill.

Send FOR FREE BOOK!

Answering F. H. Sutton's query in Feb. *Information Booth*, Deane says: "A hapless motorist careened his car over a bridge railing in Washington, D.C., a few months ago and wound up gracing the Pennsy's mainline catenary. He eased himself down to the tracks and walked away, leaving the Pennsy maintenance-of-way men with a touchy problem of catenary repair."

"I am corresponding with all *Railroad Magazine* readers who wrote regarding my rail hobbies," writes young Miss Betty Bain, 144 Garnet Rd., Westmere, Auckland, New Zealand.

Add to list of railroad nicknames: Fort Smith & Western, "Footsore & Weary," writes Edwin Comfort, 563 Metomen St., Ripon, Wis., who collects rr. nicknames.

Our magazine really circulates. Here is a letter from Heinrich Weininger, an academic painter, Novaragasse 32/24, 1020, Vienna 2, Austria: "Photo on page 16 of your Jan. issue was taken on the Swedish State Railways. It shows a passenger train hauled by a light, class RA, electric, 3300-hp locomotive weighing 61 tons. The engine has two 4-wheel bogies, each axle powered by an eccentric traction motor."

"I have a special collection of old railroadiana that I'd like to see get into the hands of some *bona fide* railroad historian or serious railfan," writes Alden E. Miller, 3212 34th Ave. S. Minneapolis, Minn. 55406. "I would welcome a reasonable cash offer for this material, mostly from the 1930's on to the present date, or would swap for a large quantity of AF toy train layouts in S gage (1946-'55). The collection fills 5 to 6 big cartons: photos, books, annual reports rr. postcard views, timetables, etc., mostly Western and Midwestern railroadiana. For details send me a self-addressed stamped envelope."

Thomas Lawson, Jr., Melrose Hall box 62, 1701 Rose Ave., Knoxville, Tenn. 37916
Sole motive power of Georgia's Atlanta, Stone Mountain & Lithonia spots cut of empty hoppers at quarry-owner's washer near Lithonia. The non-ICC-inspected One-spot was delivered new as Central of Georgia No. 1 by EMD some 26 years ago.

Pen Pals Wanted

Julie Sepple (age 15), 155 Pioneer Rd., Towradgi, New South Wales, Australia.
Paulette Heyne (age 17), Box 264, Mandan, S.D.
Mrs. Loretta Hollis (age 45), Rte. 1, Cropwell, Ala.
J. Clive Briand (age 60), R.R. 3, Sawyerville, Quebec, Canada.
Mrs. Harry J. Randall, R.D. 2, Berry Rd., La Fayette, N.Y.; also her daughter, Mrs. Lester Elliott, same address.
Larry Stapleton (age 17), P.O. Box 24, San Clemente, Calif.
Charles Nichols (age 13), and brother, Fred (age 11), 702 Brown St., Raceland, Ky.
Loretta Cook (age 15), Kanawha City St., Charleston, West Va.
Robert E. Bailey, Jr. (age 17), 918-42-67, USS Ranger (CVA 61), S2 Division, FPO San Francisco, 96601.
Linda Clendenin (age 17), General Delivery, Marmet, W. Va.
Larry Whittington (age 12), Rte. 1, Box 191, Buffalo, W. Va.
Kirby Campbell (age 12), and brother Dennis (age 14), Rte. 2, Box 421, Corbin, Ky.
John Pantellus (age 40), of 2929 S. Jay St., Tacoma, Wash.

"I bought business car 102 last August from Harris J. Allen of Tucson, Ariz.," says Clifford H. Thomas, 2315 Monroe St., N.E., Minneapolis, Minn. 55418, "and shortly afterward three of us left Tucson in this car, coupled on the rear of the SP's *Golden Gate-Sunset Limited*. At Kansas City we coupled to the rear of Rock Island train 16, and eventually arrived in Minneapolis.

"Car 102 was formerly used by Al Perlman, New York Central president, while he was vice president of the D&RGW. It is in excellent shape and stands on a siding in Minneapolis between Union Depot and the Milwaukee station, next to the Mississippi River. I have sold it to a group of local business men for trips."

The Last Terminal

The death of distinguished railfan Donald E. Shaw of Springfield Mass., is announced with sorrow by one of his friends, Donald T. Hayward, Sr., 38 Monastery Ave., West Springfield, Mass.

Jim Lyne

James G. Lyne, age 67, who began his career as a laborer on the Rock Island at Herington, Kansas, and became one of the country's foremost authorities on railroading, died last January 16th in a Connecticut hospital. He was editor of the weekly *Railroad Age* and chairman of the board of Simmond-Boardman, publishers of rail books and magazines. We knew Jim Lyne well and had a high regard for him. Railway journalism will never be quite the same without "the elder statesmen of American railroading," as he was affectionately termed.

Long Island Recording

As a lifelong resident of Long Island, your reviewer was pleased to receive *Steel Rails to the Sunrise,* a new 7-inch, 33-1/3-rpm record which is released as a companion piece to Ron Ziel's and George Foster's excellent pictorial history of the Long Island Rail Road with the same title. Featured are several of the Pennsy steam locomotive classes which ran on the road.

The eight short cuts of G5, E6, K4, H9, and L1 sounds brought back happy boyhood memories for us. Our favorites are the nice whistle on G5s No. 5704; the ear-piercing shriek of an H9's banshee whistle being blown a little too loudly, causing screeching overtones (not all hoggers were musically sensitive!); and some good rod-clanking. The record's sound quality varies from passable to pretty good (understandably, considering the apparent age of these recordings, though no dates are given). The jacket notes, by W. S. Boerchel, LIRR official and fan, are well written.

This disc is available for $1 from Switchlock, P.O. Box 183, East Moriches, N.Y., which also distributed the book, and was produced for them by Ralbar Productions. If you're going to order the book, which we recommend, or if you remember the LIRR from "back when," this record at a bargain price should be a pleasant souvenir of the road's steam days.—*Howard Shottenfeld.*

In connection with the Sacramento Northern picture on our cover, we print the following correction: The hi-fi LP record *Sacramento Northern Electrics* which Howard Shottenfeld reviewed for our February issue was inadvertently credited to another producer. Actually, it was made by Tom Irion, Electric Recordings, 4641 Crestwood Way, Sacramento 22, Calif., and sells for only $4.25 postpaid, not $4.79 as the review stated.

Howard points out: "No name or address appeared on the jacket or label when our copy of *Sacramento Northern Electrics* was forwarded to us with a release from another producer. In the absence of such information, it is not hard to understand this mistake, which we regret."

Tom tells us that he produced the record to get funds to pay for a flue job on Pickering Shay engine No. 11, which he owns. ●

Photo by Stephen D. Maguire

Sacramento Northern excursion, 1956.

I'll Make You a Master of CHINESE KUNG-FU

. . . the Oriental ART of INSTANTANEOUS DEATH that is applied with NO Bodily Contact

the Chinese method of Attack and Self-Defense kept so secret that it has been handed down in China only from father to son because of its DEADLY power to disable or kill! Now these devastatingly brilliant secrets that require NO PHYSICAL STRENGTH OR EXERTION are revealed to you in the English language by a KUNG-FU Master who dares to teach you AT HIS RISK!

WHO IS THIS MAN?

Behind the blindfold is the Hon. Master "Kung-Fu." That's not his real name, of course. If you were a Kung-Fu expert, you'd recognize his real name at once, if we were to reveal it. But we cannot, for his Chinese fellow Kung-Fu Masters would punish him severely for revealing the deadly maneuvers he has sworn to keep secret.

What IS Kung-FU?

KUNG-FU is the most DEADLY form of defense and attack ever devised! Even a Karate, Savate or Judo expert shudders at the thought of meeting a KUNG-FU master because he knows who the winner will be! With just a basic knowledge of KUNG-FU learned easily in the privacy of your home, this FAST, EASY, PICTURE WAY, you can beat hoodlums, OUTFIGHT TWO, THREE and even FOUR Karate or Judo experts, Professional Wrestlers or Boxers!

When CHINESE KUNG-FU arrives in your mail, you turn to page 87 and look at the easy-to-understand photo illustrations. INSTANTLY you see how easily you can turn your opponents attack into a CRIPPLING blow to his chest—a maneuver you can perform in just a few minutes of practice! A few pages later I show you how to escape a deadly strangle-hold quickly and easily by slamming your attacker into the ground!

Protect Yourself and Your Loved Ones!

Containing more than 150 step-by-step LIVE-ACTION and SLOW MOTION PHOTOS your personal KUNG-FU Master Instructor takes you by your hand and shows you in plain, clear and simple, easy to understand language how to use highly secret KUNG-FU to multiply your power a THOUSANDFOLD. You learn how to handle a small mob of attackers who are fully armed and even pinning you to the ground so you can't move. You pay nothing if you can't disarm one hoodlum . . . send another flying through the air and slam a third into the ground—all in a split second of KUNG FU maneuver that will take your attackers by surprise!

Never Be Afraid Again!

Secretly written in the Orient the contents of this amazing "how-to" picture book was shipped to Hawaii, where it was printed under cover away from prying eyes, then sent to the U. S. for limited distribution to those who agree to apply KUNG-FU ONLY FOR SELF-DEFENSE! If you were fortunate enough to be able to go to China, Hong Kong or Hawaii to take that amazing course—and were willing to pay $500 or even $1,000 to your KUNG-FU Master—you would be refused, because KUNG-FU secrets are NEVER taught to strangers or outsiders! Because KUNG-FU is deadly beyond imagination (and since *attack* as well as *defense* is taught), only a small limited edition has been printed. Frankly we don't want just everybody to learn these secret maneuvers.

KUNG-FU will NOT be sold in any store, and is available ONLY by mail to serious students who must vow NEVER to use it as an aggressor—but only as self-defense to protect himself, his friends and family. We don't ever want a criminal or hoodlum to be able to buy it because of its deadly power.

Law Enforcement Agencies: Write for quantity discounts on official letterhead.

Become a NEW MAN!

Our streets aren't safe today. Crime increases daily. You no longer have to be helpless, ashamed or humiliated—and look pitiful in the eyes of your friends. Protect yourself, your family, your girl friend from hoodlums and wisecracking bullies. With KUNG-FU you can use the hidden power that lies within you to master every situation! You'll laugh as you send bullies and criminals flying in terror, and you'll walk the streets happy, calm and confident in your new power! And you'll do all this without working up a sweat or even spoiling the crease in your trousers. That's because brilliantly executed KUNG-FU requires NO bodily contact . . . virtually NO physical exertion . . . and almost NO application of your body or hands! And yet KUNG-FU can be *deadly, crippling* and *disastrous* to any unfortunate opponent who is foolish enough to threaten you with ANY other technique, such as punching, Savate, Judo, Wrestling, etc! Yes, with the confidence that KUNG-FU can give you, you can walk the streets with the knowledge that NOTHING can frighten you . . . that you can deal with ANY man, ANY weapon, ANY situation! Your friends and loved ones will be proud of you with your new power.

Nothing Else To Buy!

KUNG-FU is complete—there is NOTHING else to buy—ever! You don't have to practice on dummies and you need no apparatus. Once you receive CHINESE KUNG-FU you can throw away all the other courses on Self-Defense you have ever bought—because NONE compares with KUNG-FU! KUNG-FU is effective whether you're standing, sitting or even LYING DOWN ASLEEP and OFF GUARD!

It was originally decided to offer the complete KUNG-FU instruction at $10.00—a TREMENDOUS bargain at that price. However, to make it available to good citizens who want to use these secret maneuvers for self-defense and to help combat the ever-increasing crime rate, we are making KUNG-FU available now at *the amazingly low price of just* $3.98. If you and your friends don't say that KUNG-FU has made a NEW MAN out of you, every cent you have paid will be refunded without question! Don't even bother returning the KUNG-FU book. Just tear off the front cover and mail back to us for a full, no questions asked refund. We'll take your word for it. MAIL COUPON NOW! AIR MAIL reaches us overnight.

MAIL DARING MONEY-SAVING NO-RISK FREE-TRIAL COUPON NOW

RESERVATION CERTIFICATE NUMBER 7063

You are guaranteed to have one of these limited edition books reserved for you for 30 days. Because of the highly volatile nature of KUNG-FU, it may never be printed again. Avoid disappointment and mail your order in now to assure receipt. Be sure to enclose this RESERVATION CERTIFICATE

☐ Check here if you also wish included a copy of "Forbidden Oriental Fighting Arts - Deadly Attack and Defense" - for Commandos, Jungle Fighters, etc. Not sold separately. Both only $5.98 HUNDREDS OF PHOTOGRAPHS

FIGHTING ARTS RESEARCH Dept. AMG-3
23 West 47th St., New York, N.Y. 10036

☐ OK, Honorable Master Kung-Fu! I accept your daring No-Risk free-trial offer to reveal the secrets of KUNG-FU! Ship in plain wrapper at once. I enclose $3.98 as payment in full. I understand that there is nothing else to buy ever again. My friends and I must be delighted with my new KUNG-FU power and self-confidence—or my money will be refunded promptly in full—I just return the front cover of the book.

☐ I agree never to use KUNG-FU as an aggressor—only to defend myself, and that I will never abuse the principles of KUNG-FU, nor will I ever reveal the secrets of KUNG-FU to anyone else.

(My Signature)

NAME _____ Age ____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

Now—"America's #1 Salesman" shows you How To Put Yourself Across

Yes, step by step, Elmer Wheeler shows you how to make your daydreams come true . . . 8 rules for self-made people . . . 6 ways to conquer complexes . . . how to overcome inferiority . . . the art of conversation . . . how to know what you want in life, and how to set your ideas into vital motion!

Here, too, you'll discover why it pays to:

- **BE A GOOD LISTENER**
- **RADIATE WARMTH**
- **GIVE PEOPLE AN INCENTIVE**

This book, a best-seller at $4.95, is yours for a limited time only at the amazing price of $2.95. Read it. Study Elmer Wheeler's exciting formula for personal success. *You have a money back guarantee that it will work for you, as it has for thousands of others!* Full refund privilege is guaranteed if it doesn't help you!

In these exciting pages you will discover hundreds, literally hundreds of ways to make you vital, dynamic—more successful in life!

• ABOUT THE AUTHOR •

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

Self Improvement Books
Box 3141, Grand Central Station
New York, N. Y. 10017

Rush _____ copies @ $2.95

Enclosed is check or M. O. for $_____

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

(Add 35¢ postage and handling)

Back in the days when the Valley & Siletz was steam-powered: No. 17 pulled strings of logs into yard at Hoskins, Oregon.
Photograph by James W. Ravelli

Shortlines of Oregon

Locomotive Roster Compiled by Sy Reich

Road Nos.	HP	Builder	Bldrs Model	Wheel Arrngt.	Tractive Effort	Weight	Date	Notes
City of Prineville Railway								
101	660	Alco-GE	S1	B-B	49,750	199,000	1950	
102	660	Alco-GE	S1	B-B	49,750	199,000	1941	1
1001	1000	Alco-GE	HH 1000	B-B	57,500	230,000	1939	2
Condon, Kinzua and Southern Railroad								
104	600	GE	70 ton	B-B	41,280	137,600	1951	
Longview, Portland and Northern Railway								
80	500	GE	80 ton	B-B	48,000	160,000	1943	
111	1000	Alco-GE	S2	B-B	?	?	1949	
112	1000	Alco-GE	S4	B-B	?	?	1951	
451	300	GE	45 ton	B-B	27,000	90,000	1952	
1001	660	Baldwin	VO 660	B-B	58,860	196,210	1942	3
1002	660	Baldwin	VO 660	B-B	58,860	196,210	1942	4
Owns one other unit the specifications of which are unknown to us.								
Mount Hood Railroad								
50	660	Alco-GE	S1	B-B	59,000	?	1950	
51	1000	Alco-GE	S2	B-B	50,000	200,000	1940	5
Oregon and Northwestern Railroad								
Owns no motive power. SP uses its facilities.								
1	1600	BLHW	AS-616	C-C	?	?	1955	6
2	1600	BLHW	AS-616	C-C	?	?	1950	7
Owns one other unit the specifications of which are unknown to us.								
Oregon, California and Eastern Railway								
Owns no motive power. SP uses its facilities.								
Oregon, Pacific and Eastern Railway								
?	660	GE	70 ton	B-B	?	?	1950	
?	1200	GM-EMD	SW1200	B-B	?	?	1954	15
Peninsula Terminal Co.								
901	300	GE	50 ton	B-B	25,000	100,000	1943	8
Portland Terminal Railroad								
30-31	660	Alco-GE	S1	B-B	58,200	194,000	1940	9
32-33	660	Alco-GE	S1	B-B	59,700	198,000	1942	10
34-41	1000	Alco-GE	S2	B-B	69,000	230,000	1943-50	11
42-45	1000	Alco-GE	S4	B-B	69,000	230,000	1952-4	11
Portland Traction Company								
100	600	GM-EMD	SW1	B-B	49,500	198,000	1952	
200	600	GM-EMD	SW1	B-B	49,500	198,000	1953	
Union Railroad of Oregon								
One unit	?	Plymouth	?	?	?	?	?	
Valley and Siletz Railroad								
5, 7, 11	600	GE	70 ton	B-B	46,300	140,000	1954	12
?	380	GE	44 ton	B-B	22,300	88,000	1946	13
Walla Walla Valley Railway								
770, 775	660	Alco	HH 660	B-B	48,440	197,500	1940	14

Roster compiled from information supplied by OP&E, Port. Traction's General Manager, CK&S's Auditor, LP&N's Master Mechanic, Mt.H's Superintendent, SP's Assistant Editor, Peninsula Terminal's President and Manager, YW's President, CCT's Master Mechanic, Portland Terminal's Master Mechanic, the Union RR of Ore., V&S's Superintendent and WWV's General Manager. It is accurate as of the fourth quarter, 1965.

For the purpose of our rosters, a shortline is defined as a common carrier railroad listed in either the Official Guide or the Pocket List of RR Officials or both which has a route milage less than 400 miles.

(1)—City of Prineville 102, ex Spokane, Portland and Seattle 10 purchased in 1963.

(2)—City of Prineville 1001 ex Newburgh and South Shore 1. It was sold to Ziedel Exploration Ltd. in 1963.

(3)—LP&N 1001 ex Basic Magnesium Inc. 1000.

(4)—LP&N 1002 ex Chicago and Eastern Illinois 110.

(5)—Mt. Hood 51 ex Newburgh and South Shore 1002.

(6)—O&NW 1 ex BLHW demonstrator which was on exhibit at Atlantic City, N.J.

(7)—O&NW 2 ex Southern Pacific 5239.

(8)—Peninsula Terminal 901 ex Tacoma Municipal Belt 901.

(9)—PT 30-31 were originally Northern Pacific Terminal 30-31. They were sold to the Yreka Western in 1963 and renumbered 603-604. They never carried Portland Terminal numbers.

(10)—PT 32-33 were originally Northern Pacific Terminal 32-33 inherited by the Portland Terminal RR.

(11)—PT 34-45 were originally Northern Pacific Terminal 34-45 inherited by the Portland Terminal RR. 34 was sold to the Central California Traction Co. in 1965 and renumbered 42. It never carried Portland Terminal numbers.

(12)—V&S 11 sold to the Prescott and Northern.

(13)—V&S ? was originally Almanor RR 106 then Big Creek and Telocost 106. It is no longer on the roster.

(14)—WWV 770, 775 are ex NP 125-126 purchased in 1950.

(15)—OP&E ? is probably ex Coos Bay Lumber Co. ●

Model Trading Post

CHAS. DAVIS, 3663 McCall Blvd., Bremerton, Wash., wants 3 pr. Nason Consolidation tender trucks, 1 pr. Scalecraft plain bearing and Pullman trucks.

W. A. GRIMM, 204 Gregory Ave., W. Orange, N. J., will sell Lionel std. gauge 42, 7, catalogs '24, '33.

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, wants AF S gauge UP Big Boy with Vanderbilt tender.

AL STAUFER, Rt. 4, Medina, O. 44256, will buy Lionel std. gage no. 9, State cars 412-414, 416 or trade for 700EW and 390E loco with Blue Comet set.

JIM TANDY, Box 35, Carrollton, Ky. 41008, sells Lionel catalogs mint cond.

ED WILLIAMS, 85 Dale Rd., Rochester, N. Y. 14625, wants Scale Craft, Min-I-Scale locos, cars, parts. Sells, trades Strombecker HO car kits.

Rock Island's Pacific type No. 943, Class N-37, built by Schenectady in 1910.
All photos with this roster came from CRI&P archives

Chicago, Rock Island & Pacific

Locomotive roster for August 1, 1912

Road Nos.	Type	Class	Builder	Year Built	Cylinders	Drivers	Tract. Effort
1	0-4-0	H-10	CRI&P	1884	15x24	52	65550
2- 3	"	H-12	"	1884	"	"	67300
6- 8	"	H-12	"	1885			
11	0-6-0	J-19	Rhode Island	1890	18x24	52	91000
12	"	J-22	Baldwin	1901	"	48	114500
21, 24	0-4-0	H-12	CRI&P	1888			
28	"	H-12	"	1889			
53- 56	0-6-0	J-23	"	1910	19x24	52	125000
57- 61	"	J-23	"	1901	"	"	122000
63	"	J-18	Brooks	1888	18x24	52	86000
62, 64	"	J-18	"	1890			
65- 69	"	J-23	CRI&P	1902	19x24	52	122000
71- 74	"	J-23	"	1902			
77- 87	"	J-18	Brooks	1891-3	18x24	52	94000
88- 96	"	J-23	CRI&P	1903	19x24	52	122000
98- 99	"	J-23	"	1903			
100	"	J-18	Brooks	1893			
101- 110	"	J-23	CRI&P	1903			
111- 130	"	J-31	Brooks	1903	19x26	51	140000
131- 148	"	J-31	Richmond	1905			
149- 150	"	J-25	Baldwin	1899	20x24	52	116000
152- 156	"	J-17	CRI&P	1878-80	18x24	58	82000
157, 159)							
161- 162)	"	J-15	"	1878-80	"	"	83800
164	"	J-15	"	1878-80	"	"	76000
165- 166)							
170)							
173- 174)	"	J-15	"	1878-80	"	"	83800
177- 178	"	J-25	Baldwin	1901	20x24	52	121400
175- 176)							
179- 183)	"	J-25	"	1902			
184- 187	"	J-20	Brooks	1896	18x24	52	94000
188- 191	"	J-21	"	1900	"	"	106000
192- 194	"	J-21	"	1901			
195- 196	"	J-31	Richmond	1905	19x26	51	140000
199	4-6-0	D-14	Penna. R.R.	1883	18x22	51	93200
200- 209	0-6-0	J-31	Baldwin	1905	19x26	51	140000
210- 229	"	J-31	"	1907			
248	4-4-0	B-11	?	?	16x24	61	64000
256	"	B-12	?	?	"	69	78400
264	"	B-12	Baldwin	1877	"	63	"
299	"	B-10	?	?	17x24	61½	76800
300	"	B-12	?	?	"	60	77000
301- 310	"	B-13	CRI&P	?	"	68	81000
312- 317	"	B-13	"	1885			
319)							
321- 322)							
324)							
326- 327)	"	B-13	"	1879	17x24	64	77000
328	"	B-12	"	?		"	
330- 331)							
335- 336)							
338)							
341, 343	"	B-13	"	?			
347	"	B-12		?		68	
348- 352	"	B-13	"	?			
360	4-4-0	B-12	CRI&P	1884	17x24	68	77000
363- 364	"	B-12	?	?			
366- 367	"	B-15	Brooks	1891	17x24	63	85000
368	"	B-13	?	?	"	"	79500

The 2107 loading coal from Rock Island mine at Haileyville, Oklahoma, in 1923.

We can help you become a

PROFESSIONAL MAN

WITH OUR HOME-TRAINING METHOD, YOU CAN EASILY . . .

- Earn up to $1,000.00 a Month as a . . .
- Highly-Paid Company Investigator with . . .
- Car Furnished, Expense Account, extra Benefits, or . . .

- Operate Your Own Business as Your Own Boss
- Meet and Make Friends with Important People
- Achieve the Professional Status You've Always Wanted

YOU CAN EASILY ACCOMPLISH THIS . . .

- In a Matter of Only Weeks
- In Your Spare Time, At Home
- Working at Your Present Job
- With Only An Average Education
- With No Previous Experience

YOU ARE NEEDED IMMEDIATELY!

There's a shortage of trained professional men. You are urgently needed! Start now and mail coupon for free book. No obligation. No Salesman will call.

THIS COULD EASILY BE YOU!

"This course was most helpful as I am working . . . adjusting all types of claims."
Paul E. Miller Marion, Ohio

". . . I have benefited by taking this course because I am a far better adjuster . . ."
B. H. Doyle Trinidad, W.I.

"It is the best way I know . . . to achieve the position of an insurance adjuster."
C. R. Caudle Shreveport, La.

"This course was worth more than I invested."
J. J. Moran Pomona, Calif.

Fully approved by Association of Home Study Schools

SEND FOR FREE BOOK

UNITED SCHOOLS • DEPT. 261
416 Louisville Ave., Monroe, Louisiana

NAME_____

ADDRESS_____

CITY_____ STATE_____

Just off the turntable and ready for a run: No. 2541, the second of a lot of Mikado types built by Schenectady in 1912.
Photograph by Paul R. Douglas

The *Golden State*, a crack passenger train pulled by locomotive No. 969, stops at the depot in Pratt, Kansas.

376- 377	"	B-14	?	?	"	69	87100
380, 382	"	B-14	Baldwin	1877			
390- 391)	"	B-14	"	1881	"	57	77700
394	"	B-12	?	?	"	"	83300
403- 404	"	B-13	?	?	"	"	87000
405, 407	"	B-14	?	?			
408	"	B-14	Rhode Island	1890	18x24	69	94000
409	"	B-14	Baldwin	1899			
410	"	B-14	"	1899	18x26	62	91300
411- 412	"	B-13	"	1899	17x24	63	93000
413- 426	"	B-15	"	1899-1901	18x24	69	114500
427	"	B-15	"	"	18x22	63	93250
428- 430	"	B-15	"	1894	18x24	63	96000
431	"	B-15	"	1894	"	"	94000
451- 460	"	B-15	CRI&P	1887-90	"	64	89000
461	"	B-16	"	"			
462- 466	"	B-15	"	"			
467- 476	"	B-14	Brooks	1886-88	18x24	68	88700
477- 514	"	B-15	CRI&P	1887-90			
515	"	B-17	Baldwin	1901	18x24	57	87000
516- 523	"	B-15	CRI&P	1887-90			
525- 540	"	B-14	Brooks	1886-88			
541- 570	"	B-15	CRI&P	1887-90			
571	"	B-14	Brooks	1890	18x24	68	88700
572- 584	"	B-15	CRI&P	1887-90	"	"	"
585	"	B-14	"	1890			
586- 592	"	B-15	"	1890			
593- 596	"	B-15	Brooks	1887	"	69	93700
603- 618	"	B-16	CRI&P	1891-2	"	68	107300
619- 631	"	B-17	"	"	"	64	106500
632- 652	"	B-16	"	1893-4			
653	"	B-17	"	1892	"	"	107400
654- 657	"	B-17	Brooks	1894-5	"	"	109850
661- 673	"	B-19	CRI&P	1896-9	19x26	79	125000
674)							
677- 678)							
680, 682)							
684- 685)	"	B-20	Baldwin	1902	19x26	73	127000
675- 676)							

Atlantic type, Class A-24 (Baldwin, 1906) was 18 years old when this photograph was shot. Who can identify the location?

679, 681)							
683)	"	B-19	"	1902	18x26	73	127000
700	2-6-0	G-20	"	1880	19x24	50	94800
701- 710)							
713- 717)							
719- 721)							
723- 726)	"	G-19	Brooks	1888	19x24	58	102000
708)							
711- 712)							
718, 722)							
727)	"	G-17	"	1888		"	
728- 736	2-6-0	G-19	Brooks	1888-9			
737	"	G-17	"	1889			
738- 742	"	G-19	"	1889			
743	"	G-17	Baldwin	1889	18x24	57	93000
744- 747	"	G-15	"	1889	17x24	57	84000
801- 830	4-6-2	N-28	Brooks	1903	21x26	69	193000
831- 846	"	N-31	Schenectady	1905	22x26	69	212000
847- 850	"	N-31	"	1905	"	"	216000
851- 861	"	N-31	"	1908	"	"	212000
862- 894	"	N-31	"	1909	23x28	73	226950
895- 944	"	N-37	"	1910	25½x28	73	240000
1001-1003	4-4-2	A-23	Brooks	1900	19½x26	73	158600
1004-1010	"	A-24	"	1901-2	20½x26	79	174550
1011-1018	"	A-25	Schenectady	1905	21x26	73	186300
1010-1020	"	A-25	"	1905	"	"	191300
1040-1041	"	A-28	"	1909	17½x26	"	198000
1042-1048	"	A-24	Baldwin	1906	15&25x26	73	199500
1051-1056	2-6-6T	K-17	"	1893	18x24	64	194700
1101	4-6-0	D-19	Brooks	1896	18x26	69	137000
1102-1103	"	D-20	"	1896	"	63	"
1114	"	D-17	?		18x24	57	92400
1120-1121	"	D-17	?		"	51	"
1125,1127	"	D-18	Brooks	1885	"	"	92700
1128	"	D-17	?		17x24	"	"
1129-1137	"	D-19	Brooks	1891	18x24	63	124000
1138	"	D-20	"	1891	"	57	"
1139-1148	"	D-21	"	1895	"	"	117000
1149	"	D-19	?		"	50	"
1151	"	D-16	?		18x22	51	94000
1152-1155	"	D-17	Baldwin	1899	18x24	57	100000
1156-1157	"	D-17	"	1901	"	"	107000
1158-1161	"	D-17	"	1901	"	"	107300
1201-1202	"	D-19	Brooks	1897	19x24	69	126000
1203-1207	"	D-23	"	1892	"	57	129900
1208-1219	"	D-19	Baldwin	1891	"	64	132000
1220-2132	"	D-19	Brooks	1892			
1233-1237	"	D-20	"	1895		"	
1238-1251	"	D-21	CRI&P	1897-8		"	
1252-1263	"	D-23	"	1899	19x26	64	137000
1264,1268	"	D-22	Baldwin	1893	19½x24	58	129000
1263-1266)							
1267,1269)	"	D-21	"	1893	20x24	"	"
1270-1274	"	D-26	Brooks	1896	19½x26	"	142500
1275-1276	"	D-21	CRI&P	1897	19½x24	68	137000
1277-1279	"	D-18	Baldwin	1892		"	
1280	"	D-21	"	1892		"	
1281	"	D-20	"	1892	19½x26	68	137000
1291-1299	"	D-27	"	1902	20x26	63	158000
1301-1322	"	D-29	Brooks	1902	21x26	68	174000
1323-1337	"	D-28	"	1903	"	73	182000
1351-1353	"	D-24	Baldwin	1900	20x28	79	178500
1354-1355	"	D-24	?	?		"	
1401-1453)			Brooks	1901			
1454	"	D-30	"	1901	"	"	179000
1455-1471)	"	D-30	Brooks	1902	"	64	174000
1472-1488	"	D-30	Baldwin	1900			
1490-1499	"	D-28	Brooks	1901	20x26	63	154500
1501-1520	4-6-0	D-30	Brooks	1902	20x26	64	174000
1521-1535	"	D-31	"	1905	22x26	63	185800
1550-1587	"	D-31	Baldwin	1905	"	"	173700
1600	2-8-0	C-39	Brooks	1904	22x30	63	206000
1601-1699	"	C-39	"	1903-4		"	
1701-1783	"	C-39	Baldwin	1906	23x30	63	198600
1800	"	C-20	?	?	20x24	48	136000
1802-1806	"	C-25	Baldwin	1895	"	50	120000
1807-1810	"	C-25	"	1901			
1811	"	C-26	"	1889			
1812-1818	"	C-27	"	1899	21x26	56	140000
1819-1822	"	C-27	"	1900			
1823-1840	"	C-27	"	1901			
1842	"	C-30	"	1897	21x26	50	136000
1843-1846	"	C-30	"	1898			
1847-1851	"	C-30	"	1899			
1841	"	C-29	"	1894	"	"	130000
1852-1872	"	C-31	"	1902	21x26	56	146000
1873-1878	"	C-31	"	1903			
1888-1889	"	C-31	"	1901	21x26	57	161870
1890-1899	"	C-31	"	1902			
1901-1910	"	C-39	Brooks	1907	23x30	63	208000
1911-1930	"	C-39	"	1907	"	"	204500
1931-1944	"	C-39	"	1909	"	"	209100
1981-2064	"	C-39	"	1910	"	"	213000
2100-2144	"	C-40	Schenectady	1907	22x30	57	206000
2200	"	C-54	Baldwin	1907	28x32	63	238500
2500-2539	2-8-2	R-57	"	1912	28x30	63	320000
2540-2549	"	R-57	Schenectady	1912			

Chicago, Rock Island & Gulf Railroad

70, 97)							
75- 76)	0-6-0	J-23	CRI&P	1902-3	19x24	52	122000
459, 465)							
480, 483)	4-4-0	B-15	"	1887-90	18x24	64	89000
524, 556)							
550, 553)							
573, 583)	"	B-15	"	1890			
601, 602)							
613)	"	B-16	"	1891	18x24	68	107300
620- 621	"	B-17	"	1891	"	64	106500
641	"	B-16	"	1892			
1945-1980	2-8-0	C-39	Brooks	1909	23x30	63	209100

St. Louis, Kansas City & Chicago Railroad

269	4-4-0	B-11	?	?	17x24	56	66000
658- 659	"	B-16	?	?	18x24	62	?
1282	4-6-0	D-21	Manchester	1896	19x26	58	?

The above roster was supplied by the Railway & Locomotive Historical Society, Inc., courtesy of Charles E. Fisher, president. Omit Nos. 480, 483, 486, 573, 579, 583, 620, 621, 628, 1830.

Why men in Accounting, Banking, Sales, Credit, Real Estate, Traffic, Insurance, Government and the Armed Services

STUDY LAW IN SPARE TIME

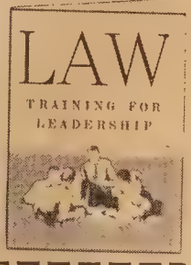
as a way to increased earnings

WHATEVER your present position—whatever your previous schooling—you can multiply your opportunities for rapid promotion, big income and prestige through LaSalle law training at home.

A knowledge of Law is regarded today as indispensable equipment in every activity of business. The greatly increased role of government in business, the many new problems of Law involving taxes, insurance, contracts, liability, employment, and much more—all require the legally-trained executive who can make day-to-day decisions effectively. That is why leading corporations seek out such men for key positions and reward them with top salaries.

You can master Law easily and enjoyably at home—at remarkably low cost—under the supervision of LaSalle's distinguished Law faculty. Your study is illustrated with actual legal cases. Upon completion of your training, you are awarded a Bachelor of Laws degree, if qualified. The famed *LaSalle Law Library of 14 volumes is given to you as part of your course.*

Send for this Free Booklet



For more than half a century LaSalle has been an acknowledged leader in business training, with more than 1,000,000 students. Mail coupon today for free illustrated booklet "Law Training for Leadership" and see how LaSalle can help you move up rapidly in business. Address 417 S. Dearborn, Chicago 5, Illinois.

LA SALLE EXTENSION UNIVERSITY
A Correspondence Institution
417 S. Dearborn, Dept. 52-024, Chicago 5, Ill.

Please send me your free illustrated booklet "Law Training for Leadership"

Name.....Age.....

Address.....

City & Zone.....

County.....State.....

2227

THE STORY OF STEAMTOWN AND EDAVILLE, BY RON ZIEL.

52 pages, 6x9", illustrated with B&W and color photos. Available at $1.00, postpaid, from

STEAMTOWN, U.S.A.
Box 71-H, Bellows Falls, Vt. 05101

Included with this offer, a free copy of leaflet, "I Collect Old Steam Engines". If you want just copy of leaflet, please send a self-addressed, stamped envelope.

NEW YORK CENTRAL
10 inch, 33.3 rpm recording
$4.50 postpaid
Hudsons, Niagaras, Mohawks
Freight and Passenger
Free Literature
RAILROAD RECORD CLUB
Hawkins, Wisconsin 54530

STEAM AND TROLLEY

Slides For Sale — rare old items, diesel and scenic, too. Customers say: "Finest I've seen"; " . . . truest colors"; " . . . sharp and clean"; " . . . very durable"; " . . . best service"; " . . . fabulous choice." List of your favorite roads and sample slide, 35c.

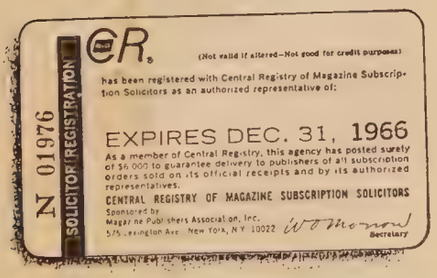
THIRTY-FIVE SLIDES
Box 2222 Green Mountain Falls, Colorado 80819

SEND 35¢ FOR OUR NEW 1966 CATALOG

Largest listing of builders' photos in the world. All important engines from 1865 to the present day listed, including foreign engines, in various sizes.

LOCOMOTIVE PHOTOGRAPH CO.
550-72 Ave. St. Petersburg Beach, Fla. 33706

This Card


CR.
(Not valid if altered—Not good for credit purposes)
has been registered with Central Registry of Magazine Subscription Solicitors as an authorized representative of:
EXPIRES DEC. 31, 1966
As a member of Central Registry, this agency has posted surety of $6,000 to guarantee delivery to publishers of all subscription orders sold on its official receipts and by its authorized representatives.
CENTRAL REGISTRY OF MAGAZINE SUBSCRIPTION SOLICITORS
Sponsored by
Magazine Publishers Association, Inc.
575 Lexington Ave. New York, N.Y. 10022
Secretary
SOLICITOR REGISTRATION
N 01976

is YOUR Insurance

When you purchase a magazine subscription from a representative calling at your home, how can you be sure your order will be handled honestly, dependably — in a businesslike manner?

Simply make certain the representative is registered with the Central Registry of Magazine Subscription Solicitors.

When you place your order with a CR registered representative, *you are assured prompt and dependable service backed by $6,000.00 in posted bonds.*

His CR card certifies he is bonded for his honesty and integrity, and it is your *insurance* of full satisfaction on your order.

CENTRAL REGISTRY
OF MAGAZINE SUBSCRIPTION SOLICITORS
575 Lexington Ave., New York, N.Y. 10022

Canadian National System

Roster Compiled by Sy Reich

RR Class	Road Nos.	Owner	HP	Builder	Bldr's. Model	Wheel Arrngt.	Tractive Effort	Weight	Date	
Booster	B-1—B-12	CN	—	CNR	—	B-B	36,000	247,000	1964	1
ER-4a	1	CN	380	GE	44 ton	B-B	13,000	91,000	1947	2
ER-4a	2	CN	380	GE	44 ton	B-B	13,000	89,000	1947	2
ER-4b	3-5	CN	400	GE	44 ton	B-B	17,000	88,000	1956	3
ER-4c	6	CN	380	GE	44 ton	B-B	17,000	92,000	1942	4
ER-6a	26-43	CN	600	GE	70 ton	B-B	23,000	140,000	1950	5
LS-5a	73	GTW	500	Brill	—	B-B	18,000	163,000	1929	6
ES-5a	74	CN	500	GE	80 ton	B-B	20,000	161,000	1947	7
LS-4a	77	CN	380	CLC-CWH	—	B-B	15,000	142,000	1929	8
GS-6a	78-79	GTW	600	GM-EMD	SW	B-B	22,000	201,000	1938	9
LS-3a	500	CN	250	Oshawa Ry.	—	B-B	4,000	90,000	1947	10
ES-4a	775-777	NFLD	380	GE	48 ton	B-B	13,000	97,000	1948	11
GR-9b	800-805	NFLD	875	GMD	G-8	A1A-A1A	17,000	166,000	1956	
GR-9a	850-854	CN	875	GMD	G-8	B-B	32,000	171,000	1954	12
GR-12a	900-902	NFLD	1200	GMD	NF-110	C-C	40,000	221,000	1952	
GR-12b	903-908	NFLD	1200	GMD	NF-110	C-C	40,000	222,000	1953	
GR-12g	909-934	NFLD	1200	GMD	NF-210	C-C	40,000	226,000	1956	
GR-12p	935-937	NFLD	1200	GMD	NF-210	C-C	40,000	227,000	1958	
GR-12x	938-946	NFLD	1200	GMD	NF-210	C-C	40,000	227,000	1960	
GR-12m	1000-1028	CN	1200	GMD	GMD1	A1A-A1A	30,000	239,000	1958	
GR-12s	1029-1033	CN	1200	GMD	GMD1	A1A-A1A	30,000	238,000	1959	
GR-12t	1034-1049	CN	1200	GMD	GMD1	A1A-A1A	30,000	239,000	1959	
GR-12w	1050-1067	CN	1200	GMD	GMD1	A1A-A1A	30,000	240,000	1959	
GR-12z	1068-1077	CN	1200	GMD	GMD1	A1A-A1A	30,000	238,000	1960	13
GR-12c	1200	CV	1200	GM-EMD	SW1200	B-B	40,000	248,000	1955	17
GR-12c	1201	GTW	1200	GM-EMD	SW1200	B-B	40,000	248,000	1955	17
GR-12c	1202-1203	CV	1200	GM-EMD	SW1200	B-B	40,000	248,000	1955	17
GR-12d	1204-1221	CN	1200	GMD	SW1200	B-B	40,000	225,000	1956	14
GR-12e	1222-1226	CN	1200	GMD	SW1200	B-B	40,000	246,000	1955-6	18
GR-12f	1227-1247	CN	1200	GMD	SW1200	B-B	40,000	225,000	1956	15
GR-12h	1248-1268	CN	1200	GMD	SW1200	B-B	40,000	226,000	1956-7	
GR-12j	1269-1270	CV	1200	GM-EMD	SW1200	B-B	40,000	247,000	1957	19
GR-12k	1271-1288	CN	1200	GMD	SW1200	B-B	40,000	226,000	1957	16
GR-12L	1289-1304	CN	1200	GMD	SW1200	B-B	40,000	225,000	1958	
GR-12r	1305-1337	CN	1200	GMD	SW1200	B-B	40,000	223,000	1958	
GR-12u	1338-1357	CN	1200	GMD	SW1200	B-B	40,000	223,000	1959	
GR-12y	1358-1397	CN	1200	GMD	SW1200	B-B	40,000	222,000	1960	
GR-12c	1500	CV	1200	GM-EMD	SW1200	B-B	40,000	248,000	1955	17
GR-12c	1501	GTW	1200	GM-EMD	SW1200	B-B	40,000	248,000	1955	17
GR-12c	1502-1503	CV	1200	GM-EMD	SW1200	B-B	40,000	248,000	1955	17
GR-12e	1504-1508	CN	1200	GMD	SW1200	B-B	40,000	246,000	1955-6	18
GR-12j	1509-1510	CV	1200	GM-EMD	SW1200	B-B	40,000	247,000	1957	19
GR-12za	1511	CV	1200	GM-EMD	SW1200	B-B	40,000	247,000	1960	
GR-12za	1512-1519	GTW	1200	GM-EMD	SW1200	B-B	40,000	247,000	1960	
CR-12a	1600-1614	CN	1200	CLC	H12-64	A1A-A1A	30,000	232,000	1951-2	20
CRG-12b	1615-1617	CN	1200	CLC	H12-64	A1A-A1A	30,000	232,000	1951	20
CR-12c	1618-1621	CN	1200	CLC	H12-64	A1A-A1A	30,000	235,000	1952	20
CR-12d	1622-1629	CN	1200	CLC	H12-64	A1A-A1A	30,000	232,000	1953	20
CR-12e	1630-1639	CN	1200	CLC	H12-44	B-B	34,000	223,000	1955	73
CR-12f	1640-1659	CN	1200	CLC	H12-44	B-B	36,000	222,000	1956	
MR-10a	1700-1704	CN	1000	MLW	RS-13	A1A-A1A	30,000	238,000	1955	21
MR-10b	1705-1710	CN	1000	MLW	RS-13	A1A-A1A	30,000	238,000	1955-6	21
MR-10c	1711-1729	CN	1000	MLW	RS-13	A1A-A1A	30,000	240,000	1956-7	
MR-10d	1730-1734	CN	1000	MLW	RS-13	A1A-A1A	30,000	241,000	1957	
MR-14a	1800-1803	CN	1400	MLW	RS-24	A1A-A1A	30,000	238,000	1959	
GRG-12n	1900-1903	CN	1200	GMD	GMD1	B-B	40,000	246,000	1958	22
GRG-12n	1904-1917	CN	1200	GMD	GMD1	B-B	30,000	246,000	1958-9	22
MRG-10e	1950-1951	GTW	1000	Alco Pr.	RS-1	B-B	34,000	247,000	1957	
CR-16a	2200-2217	CN	1600	CLC	H16-44	B-B	47,000	246,000	1955	23
CRG-24a	2900	CN	2400	CLC	H24-66	C-C	72,000	376,000	1955	24
MR-16a	3000-3017	CN	1600	MCGE	RS-3	B-B	47,000	249,000	1953	25
MR-16b	3018-3040	CN	1600	MLW	RS-3	B-B	47,000	246,000	1954	26
MR-16d	3041-3042	CN	1600	Alco	RS-3	B-B	47,000	246,000	1954	27
MR-16g	3058-3060	CN	1600	MLW	RS-10	B-B	47,000	245,000	1955	28
MR-16h	3061-3065	CN	1600	MLW	RS-10	B-B	47,000	244,000	1955	28
MR-16k	3074-3093	CN	1600	MLW	RS-10	B-B	47,000	244,000	1956-7	
MR-18e	3100-3129	CN	1800	MLW	RS-18	B-B	43,000	229,000	1959	
MR-24a	3200-3201	CN	2400	MLW	DL-640A	B-B	47,000	260,000	1964	
MR-18a	3600-3614	DW&P	1800	Alco Pr.	RS-11	B-B	44,000	227,000	1956	
MR-18b	3615-3670	CN	1800	MLW	RS-18	B-B	47,000	246,000	1957	
MR-18c	3671-3700	CN	1800	MLW	RS-18	B-B	47,000	246,000	1957-8	
MR-18d	3701-3745	CN	1800	MLW	RS-18	B-B	47,000	247,000	1958	29
MR-16e	3800-3806	CN	1600	MLW	RS-10	B-B	44,000	228,000	1955	30
MR-16f	3807-3814	CN	1600	MLW	RS-10	B-B	44,000	229,000	1955	30
MR-16j	3815-3822	CN	1600	MLW	RS-10	B-B	44,000	228,000	1956	31
MR-18f	3830-3849	CN	1800	MLW	RS-18	B-B	44,000	229,000	1959	
MR-18g	3850-3893	CN	1800	MLW	RS-18	B-B	44,000	229,000	1960	32
MR-24a	3899	CN	2400	MLW	RSD-17	C-C	?	?	1957	34
MRG-16c	3900-3901	CN	1600	Alco	RS-3	B-B	47,000	249,000	1954	33
GR-25a	4000-4001	CN	2500	GMD	GP35	B-B	49,000	257,000	1964	
GR-17p	4100-4133	CN	1750	GMD	GP9	B-B	33,000	232,000	1957	
GR-17x	4134-4139	GTW	1750	GM-EMD	GP9	B-B	36,000	246,000	1957-8	35
GR-17y	4147-4156	CN	1750	GMD	GP9	B-B	33,000	229,000	1959	
GR-17g	4200-4205	CN	1750	GMD	GP9	B-B	?	?	1956	41
GR-17n	4206-4227	CN	1750	GMD	GP9	B-B	44,000	232,000	1957	36
GR-17q	4228-4244	CN	1750	GMD	GP9	B-B	44,000	232,000	1958	
GR-17t	4245-4270	CN	1750	GMD	GP9	B-B	44,000	230,000	1958	
GR-17u	4271-4339	CN	1750	GMD	GP9	B-B	44,000	229,000	1959	37
GR-17z	4340-4353	CN	1750	GMD	GP9	B-B	44,000	229,000	1959	
GR-17a	4400-4426	CN	1750	GMD	GP9	B-B	44,000	248,000	1955	38
GR-17b	4427-4441	GTW	1750	GM-EMD	GP9	B-B	44,000	246,000	1954	38
GR-17d	4442-4450	CV	1750	GM-EMD	GP9	B-B	44,000	247,000	1956	39
GR-17f	4451-4495	CN	1750	GMD	GP9	B-B	44,000	248,000	1955-6	40
GR-17g	4496-4501	CN	1750	GMD	GP9	B-B	44,000	240,000	1956	41
GR-17h	4502-4538	CN	1750	GMD	GP9	B-B	44,000	247,000	1956-7	42
GR-17j	4539-4546	GTW	1750	GM-EMD	GP9	B-B	36,000	245,000	1957	35
GR-17j	4547-4557	CV	1750	GM-EMD	GP9	B-B	44,000	245,000	1957	
GR-17j	4558-4559	CV	1750	GM-EMD	GP9	B-B	44,000	244,000	1957	43
GR-17m	4560-4587	CN	1750	GMD	GP9	B-B	44,000	248,000	1957	44
GR-17r	4588-4601	CN	1750	GMD	GP9	B-B	44,000	248,000	1957-8	
GR-18a	4700-4707	GTW	1800	GM-EMD	GP18	B-B	44,000	246,000	1960	
GR-15a	4800-4819	CN	1500	GMD	GP7	B-B	44,000	246,000	1953	45
GR-15a	4820-4823	CN	1500	GMD	GP7	B-B	44,000	239,000	1953	45
GR-15b	4824	CN	1500	GMD	GP7	B-B	44,000	247,000	1948	46
GRG-17c	4900-4901	GTW	1750	GM-EMD	GP9	B-B	36,000	254,000	1954	47
GRG-17e	4902-4906	CV	1750	GM-EMD	GP9	B-B	44,000	251,000	1956	48
GRG-17k	4907-4922	GTW	1750	GM-EMD	GP9	B-B	36,000	251,000	1957	
GRG-17k	4923-4927	CV	1750	GM-EMD	GP9	B-B	44,000	251,000	1957	
GRG-17s	4928-4929	CV	1750	GM-EMD	GP9	B-B	44,000	251,000	1957	
GRG-17w	4930-4933	GTW	1750	GM-EMD	GP9	B-B	36,000	252,000	1958	

GRG-18b	4950-4952	GTW	1800	GM-EMD	GP18	B-B	36,000	253,000	1960	49
GPA-17a	6500-6512	CN	1750	GMD	FP9A	B-B	33,000	256,000	1954-5	
GPA-17b	6513	CN	1750	GMD	FP9A	B-B	33,000	256,000	1955	
GPA-17c	6514-6522	CN	1750	GMD	FP9A	B-B	33,000	256,000	1957	50
GPA-17d	6523-6532	CN	1750	GMD	FP9A	B-B	33,000	257,000	1957	
GPA-17e	6533-6542	CN	1750	GMD	FP9A	B-B	33,000	257,000	1958	
GPB-17a	6600-6612	CN	1750	GMD	F9B	B-B	33,000	256,000	1954-5	51
GPB-17b	6613	CN	1750	GMD	F9B	B-B	33,000	255,000	1955	
GPB-17c	6614-6620	CN	1750	GMD	F9B	B-B	33,000	256,000	1957	
GPB-17d	6621-6630	CN	1750	GMD	F9B	B-B	33,000	256,000	1957	
GPB-17e	6631-6637	CN	1750	GMD	F9B	B-B	33,000	256,000	1958	
CPA-16a	6700-6705	CN	1600	CLC	CPA 16-5	B-A1A	38,000	298,000	1954-5	
MPA-16a	6750-6755	CN	1600	MLW	FA-2	B-B	38,000	258,000	1955	52
MPA-18c	6758-6579	CN	1800	MLW	FPA-4	B-B	38,000	261,000	1955	52
MPA-18a	6760-6766	CN	1800	MLW	FPA-4	B-B	38,000	259,000	1958	
MPA-18b	6767-6793	CN	1800	MLW	FPA-4	B-B	38,000	258,000	1959	
CPB-16a	6800-6805	CN	1600	CLC	CPB 16-5	B-A1A	38,000	304,000	1954-5	
MPB-16a	6850-6855	CN	1600	MLW	FB-2	B-B	38,000	258,000	1955	53
MPB-18c	6858-6859	CN	1800	MLW	FPB-4	B-B	38,000	258,000	1955	53
MPB-18a	6860-6866	CN	180J	MLW	FPB-4	B-B	38,000	258,000	1958	
MPB-18b	6867-6871	CN	1800	MLW	FPB-4	B-B	38,000	258,000	1959	
GS-12a	7000-7009	CN	1200	GMD	SW9	B-B	36,000	247,000	1952	
GS-12b	7010-7014	GTW	1200	GM-EMD	SW9	B-B	36,000	247,000	1952	
GS-12c	7015-7016	GTW	1200	GM-EMD	SW9	B-B	36,000	246,000	1953	
GS-12d	7017-7019	GTW	1200	GM-EMD	SW1200	B-B	36,000	246,000	1955	
GS-12e	7020-7030	CN	1200	GMD	SW1200	B-B	36,000	246,000	1956	
GS-12f	7031-7033	CN	1200	GMD	SW1200	B-B	36,000	246,000	1957	
GS-12g	7034-7035	CN	1200	GMD	SW1200	B-B	36,000	246,000	1959	
GS-8a	7150-7171	CN	800	GMD	SW8	B-B	36,000	232,000	1951	54
GS-8b	7172-7183	CN	800	GMD	SW8	B-B	36,000	232,000	1951	54
GS-9a	7200-7224	CN	900	GMD	SW900	B-B	36,000	229,000	1953-4	55
GS-9b	7225-7232	GTW	900	GM-EMD	SW900	B-B	36,000	230,000	1956	56
GS-9c	7233-7242	CN	900	GMD	SW900	B-B	36,000	232,000	1957	
GS-9d	7243-7261	CN	900	GMD	SW900	B-B	36,000	233,000	1958	57
GS-9e	7262-7268	GTW	900	GM-EMD	SW900	B-B	36,000	232,000	1958	
MS-10b	7600-7611 (1st)	CN	1000	MCGE	S4	B-B	34,000	234,000	1949-50	63
GS-9d	7600-7608 (2nd)	CN	900	GMD	SW900	B-B	36,000	249,000	1958	57
Q-3a	7750	CN	325	CN-CIR-CGE	—	B-B	63,600	237,000	1932	66
Q-7a	7803-7820	CN	600	CLC	75-DE-12	B-B	37,500	150,000	1948-9	67
GS-10a	7900-7914	GTW	1000	GM-EMD	NW2	B-B	31,000	247,000	1941-2	58
MS-10a	7915-7916	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1942	60
MS-10a	7917-7919	CV	1000	Alco-GE	S2	B-B	34,000	230,000	1941-2	60
MS-10a	7920-7935	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1944,6	60
GS-10a	7936-7945	CN	1000	GM-EMD	NW2	B-B	31,000	248,000	1946	
MS-10a	7946-7955	CN	1000	Alco-GE	S2	B-B	34,000	230,000	1947	61
GS-10a	7956-7965	CN	1000	GM-EMD	NW2	B-B	31,000	247,000	1947	
GS-10a	7966-7974	GTW	1000	GM-EMD	NW2	B-B	31,000	247,000	1947-8	
MS-10a	7975-7994	CN	1000	MCGE	S2	B-B	34,000	234,000	1949	62
MS-10b	7995-8011	CN	1000	MCGE	S4	B-B	34,000	234,000	1949	63
MS-10b	8012-8014	CN	1000	MCGE	S4	B-B	34,000	234,000	1949	63
MS-10b	8015	CV	1000	Alco-GE	S4	B-B	34,000	234,000	1951	63
MS-10c	8016-8025	CN	1000	MCGE	S4	B-B	34,000	229,000	1951-2	
MS-10d	8026-8027	CV	1000	Alco-GE	S4	B-B	34,000	230,000	1953	59
MS-10e	8028-8033	CN	1000	MCGE	S4	B-B	34,000	230,000	1954	
MS-10f	8034-8035	GTW	1000	Alco	S4	B-B	34,000	234,000	1955	
MS-10g	8036-8077	CN	1000	MLW	S4	B-B	34,000	230,000	1955-6	
MS-10h	8078-8079	CN	1000	MLW	S4	B-B	34,000	231,000	1955	
MS-10j	8080-8081	CV	1000	Alco	S4	B-B	34,000	232,000	1955	
MS-10j	8082	GTW	1000	Alco	S4	B-B	34,000	232,000	1955	
MS-10k	8083-8090	GTW	1000	Alco	S4	B-B	34,000	232,000	1955	
MS-10a	8091-8092	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1942	60
MS-10a	8093-8095	CV	1000	Alco-GE	S2	B-B	34,000	230,000	1941-2	60
MS-10a	8096-8105	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1944	60
MS-10a	8106-8111	GTW	1000	Alco-GE	S2	B-B	34,000	230,000	1946	60
MS-10a	8112-8121	CN	1000	Alco-GE	S2	B-B	34,000	230,000	1947	61
MS-10a	8122-8141	CN	1000	MCGE	S2	B-B	34,000	234,000	1949	62
MS-10b	8142-8161	CN	1000	MCGE	S4	B-B	34,000	234,000	1949-50	63
MS-10b	8162	CV	1000	Alco-GE	S4	B-B	34,000	234,000	1951	63
MS-10L	8163-8195	CN	1000	MLW	S4	B-B	34,000	229,000	1956-7	
MS-10m	8196-8205	GTW	1000	Alco	S4	B-B	34,000	231,000	1956	64
MS-10n	8206-8234	CN	1000	MLW	S4	B-B	34,000	228,000	1957	
MS-10p	8235-8245	CN	1000	MLW	S12	B-B	34,000	232,000	1958	
MS-7a	8450-8461	CN	660	MCGE	S11	B-B	30,000	198,000	1951-2	1, 65
MS-7b	8462-8483	CN	660	MCGE	S11	B-B	30,000	199,000	1953	1
MS-7c	8487-8498	CN	660	MCGE	S11	B-B	30,000	199,000	1954	1
MS-10q	8500-8522	CN	1000	MLW	S13	B-B	36,000	233,000	1959	
MS-10r	8600-8625	CN	1000	MLW	S13	B-B	47,000	246,000	1959	
V-1a	9000-9001 (1st)	CN	1330	CLC	—	2-D-1	50,000	334,000	1928-9	68
GFA-15a	9000, 9002, 9003, 9005	CN	1500	GM-EMD	F3A	B-B	44,000	229,000	1948	46
GFB-15a	9001, 9004	CN	1500	GM-EMD	F3B	B-B	44,000	222,000	1948	69
GFA-15a	9006-9027	GTW	1500	GM-EMD	F3A	B-B	44,000	229,000	1948	
GFA-15b	9028-9054 even only	CN	1500	GMD	F7A	B-B	44,000	230,000	1951	70
GFB-15b	9029-9055 odd only	CN	1500	GMD	F7B	B-B	44,000	231,000	1951	70
GFA-15c	9056-9062 even only	CN	1500	GMD	F7A	B-B	44,000	233,000	1951-2	70
GFB-15c	9057-9063 odd only	CN	1500	GMD	F7B	B-B	44,000	230,000	1951-2	
GFA-15d	9064-9102 even only	CN	1500	GMD	F7A	B-B	44,000	232,000	1952	70
GFA-15d	9104-9142 even only	CN	1500	GMD	F7A	B-B	44,000	248,000	1952	70
CFA-16a	9300-9304 even only	CN	1600	CLC	CFA 16-4	B-B	47,000	250,000	1952	71
CFB-16a	9301-9305 odd only	CN	1600	CLC	CFB 16-4	B-B	47,000	245,000	1952	71
CFA-16b	9306-9344 even only	CN	1600	CLC	CFA 16-4	B-B	47,000	250,000	1952-3	71
MFA-15a	9400-9407	CN	1500	MCGE	FA-1	B-B	42,000	247,000	1950	
MFA-16a	9408-9426 even only	CN	1600	MCGE	FA-2	B-B	46,000	242,000	1951	
MFB-16a	9409-9427 odd only	CN	1600	MCGE	FB-2	B-B	46,000	241,000	1951	
MFA-16b	9428-9436 even only	CN	1600	MCGE	FA-2	B-B	46,000	247,000	1952	
MFB-16b	9429-9437 odd only	CN	1600	MCGE	FB-2	B-B	46,000	247,000	1952	
MFA-16c	9438-9456 even only	CN	1600	MCGE	FA-2	B-B	46,000	248,000	1953	72

Roster compiled from information supplied by CN's Chief of Motive Power and Car Equipment and is accurate as of November 1, 1965.

Abbreviations used: CN — Canadian National Railways; GTW — Grant Trunk Western Railway; NFLD—Newfoundland Railway; CV—Central of Vermont Railway; DW&P—Duluth, Winnipeg and Pacific Railway; HP—horsepower; GE—General Electric Co.; CLC-CWH—Canadian Locomotive Co. —Canadian Westinghouse; GM-EMD—General Motors—Electro Motive Division; GMD-General Motors Diesel Ltd.; CLC—Canadian Locomotive Co.; MLW—Montreal Locomotive Works; Alco Pr.—Alco Products; MCGE—Montreal Locomotive Works—Canadian General Electric; Alco—American Locomotive Co.; CN-CIR-CGE—Canadian National Railways-Canadian Ingersoll-Rand-Canadian Gen. Elec.

(1)—B-1 through B-12 are rebuilt from 8477, 8452, 8462, 8465, 8472, 8487, 8488, 8489, 8467, 8491, 8494-8495.

(2)—1-2 originally were 7751-7752 then renumbered 7550-7551 in 1951, then renumbered 1500-1501 in 1954, then renumbered 1-2 in 1956. 2 was sold in 1965.

(3)—3 sold to International Mineral and Chemical Corp. Canada Ltd. in 1962.

(4)—6 was originally Minneapolis and St. Louis D-842. Rebuilt by GE in 1957.

(5)—26-43 originally were 7802-7819. 7818-7819 were renumbered 7800-7801 in 1951. 7800-7817 were renumbered 1526-1543 in 1954, then renumbered 26-43 in 1956. 37 was retired in 1964. 43 was sold to Arcadia Coal Co. in 1962 and not renumbered. 28 was scrapped in 1965.

(6)—73 was originally 7730. Scrapped in 1960.

(7)—74 originally was National Harbor Boards (Vancouver) 1 purchased in 1953.

(8)—77 originally was 7700 renumbered 77 in 1950 and scrapped in 1962.

(9)—78-79 were originally 7800-7801 renumbered 78-79 in 1950. 78 scrapped in 1962, 79 in '58.

(10)—500 was originally Oshawa Railways 500 rebuilt at Stratford Shops. Retired in 1963.

(11)—775-777 were originally Newfoundland Railway 5000-5002 renumbered 775-777 in 1950.

(12)—850-854 were originally 7670-7674 renumbered 1570-1574 in 1954 then renumbered 1100-1104 in 1956 then renumbered 850-854 in 1957. 851 sold to International Nickel Co. in 1963.

(13)—1072, 1077 were sold to Northern Alberta Railway in 1962 and renumbered 311-312.

(14)—1204-1221 were originally 1575-1592 renumbered 1204-1221 in 1956.

(15)—1227-1228 were originally 2300-2301. 1229-1247 were to be 2302-2320.

(16)—1278 scrapped in 1959.

(17)—1500-1503 were originally 1505-1508 renumbered 1200-1203 in 1956 then renumbered 1500-1503 in 1957.

(18)—1504-1508 were originally 1593-1597 renumbered 1222-1226 in 1956 then renumbered 1504-1508 in 1957.

(19)—1509-1510 were originally 1269-1270 renumbered 1509-1510 in 1958.

(20) — 1600-1629 were originally 7600-7629 renum. 1600-1629 in 1954. 1621 scrapped 1957.

(21)—1700-1710 were originally 1544-1554 renumbered 1700-1710 in 1956.

(22)—1901-1917 were originally supposed to form class GRG-12q numbers 1910-1926 which is missing.

(23)—2200-2217 were originally 1841-1858 renum. 2200-2217 in 1956. 2208 scrapped in 1959.

(24)—2900 originally 3000, renum. 2900 in 1956.

(25)—3000-3017 were originally 7830-7847 renumbered 1800-1817 in 1954, then renumbered 3000-3017 in 1956. 3014 was scrapped in 1960.

(26)—3018-3040 were originally 1818-1840 renumbered 3018-3040 in 1956. 3027, 3028, 3030 scrapped in 1960.

(27)—3041-3042 were originally 1861-1862 renumbered 3041-3042 in 1956. These units were formerly assigned to the GT.

(28)—3058-3060 were originally 1878-1885 renumbered 3058-3065 in 1956.

(29)—3725 scrapped in 1964.

(30)—3800-3814 were originally 1863-1877 re-

numbered 3043-3057 in 1956 then renumbered 3800-3814 in 1957.

(31)—3815-3822 were originally 3066-3073 renumbered 3815-3822 in 1957.

(32)—3889 was scrapped in 1964.

(33)—3900-3901 were originally 1859-1860 renumbered 3900-3901 in 1956. These units were formerly assigned to the CV.

(34)—3899 was originally MLW demonstrator 7007, then renumbered CN 3899, then renumbered Pacific Great Eastern 624 then renumbered Canadian Pacific 8921.

(35)—4139 was originally 4541 renumbered 4139 in 1959.

(36)—4206-4227 were originally 4588-4609 renumbered 4206-4227 in 1957.

(37)—4335 was scrapped in 1959.

(38)—4400-4441 were originally 1724-1765 renumbered 4400-4441 in 1956.

(39)—4442-4450 were originally 1768-1776 renumbered 4442-4450 in 1956. These units were formerly assigned to the GT.

(40)—4451-4475 were originally 2000-2024 renumbered 4451-4475 in 1956. 4476-4495 were supposed to be 2025-2044.

(41)—4496-4501 were renumbered 4200-4205 in 1957 then renumbered 4496-4501 when heavier trucks were reapplied.

(42)—4538 was scrapped in 1957. 4531 was scrapped in 1964.

(43)—4558-4559 were formerly assigned to GT.

(44)—4564, 4583 were scrapped in 1960. 4582 was scrapped in 1964.

(45)—4800-4823 were originally 7555-7578 renumbered 1700-1723 in 1954 then renumbered 4350-4373 in 1956 then renumbered 4800-4823 in 1957.

(46)—9005 was rebuilt to 4824 in 1958.

(47)—4900-4901 were originally 1766-1767 renumbered 4900-4901 in 1956.

(48)—4902-4906 were originally 1777-1781 renumbered 4902-4906 in 1956. These units were formerly assigned to the GT.

(49)—4951 was scrapped in 1963.

(50)—6517 was scrapped in 1960.

(51)—6608 was scrapped in 1960.

(52)—6750-6755 were originally 6706-6711 renumbered 6750-6755 in 1956. 6751, 6755 were rebuilt and renumbered 6759, 6758 in 1958.

(53)—6850-6855 were originally 6806-6811 renumbered 6850-6855 in 1956. 6851, 6855 were rebuilt and renumbered 6859, 6858 in 1958.

(54)—7150-7183 were originally 8500-8533 renumbered 7150-7183 in 1956.

(55)—7200-7224 were originally 8535-8559 renumbered 7200-7224 in 1956.

(56)—7225-7226 were originally assigned to the CN and lettered GT.

(57)—7600-7608 were originally 7253-7261 renumbered 7600-7608 in 1961-2.

(58)—7900, 7902, 7905, 7907, 7910, 7912-7914 are now assigned to the CN. 7903 was scrapped in 1946.

(59)—8026 was scrapped in 1959.

(60)—8091-8111 were originally 7915-7935 renumbered 8091-8111 in 1956.

(61)—8112-8121 were originally 7946-7955 renumbered 8112-8121 in 1956.

(62)—8122-8141 were originally 7975-7994 renumbered 8122-8141 in 1956.

(63)—8142-8162 were originally 7995-7999, 7600-7611, 8012-8015 renumbered 7995-8015 in 1950 then renumbered 8142-8162 in 1956.

(64)—8205 was formerly assigned to CN and lettered GT.

(65)—8461 was sold to Acton Limestone Quarries in 1962. 8454 was sold to Manitoba Paper Co. in 1963. 8457, 8485 were sold in 1965.

(66)—7750 was retired in 1949. This unit was to be rebuilt to 7802.

(67)—7803-7820 were returned to their builder as unsuitable for service. 7818 later became Washington and Old Dominion 55. 7803-7817, 7819-7820 became Chicago, Rock Island and Pacific 1000-1016. CRI&P 1002 was sold to the Big Rock Sand Co. CRI&P 1006 was sold to the Great Southwest Railway and not renumbered. CRI&P 1010, 1012 were sold to the Wellsville, Addison and Galeton Railway. CRI&P 1016 was sold to the Des Moines and Iowa Central and renumbered 1000.

(68)—9000-9001 were retired in 1946.

(69)—9004 was rebuilt in 1954.

(70)—9048 was scrapped in 1953. 9054 was scrapped in 1954. 9050 was scrapped in 1963. 9049 was scrapped in 1953. 9051 was scrapped in 1961. 9090 was scrapped in 1960. 9058 was scrapped in 1956. 9138 was scrapped in 1957. 9068 was scrapped in 1961.

(71)—9300-9344 were originally 8700-8744 renumbered 9300-9344 in 1956. 9310 was scrapped in 1959. 9312, 9330, 9332, 9336 were scrapped in 1963. 9324, 9326, 9340 were scrapped in 1964.

(72)—9454 was scrapped in 1963.

(73)—1631 was scrapped in 1965.

Built by Canadian National, the B-1 boasts a tractive effort of 36,000 pounds.

All CN roster photos by Elliott Kahn

The Canadian National's D-102 takes on passengers at Moncton, New Brunswick.

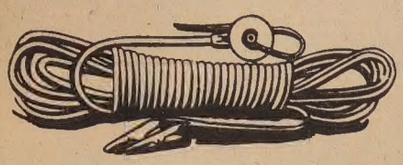
No. 9403: built in 1950 by Montreal Loco. Works and Canadian General Electric.

One of the crew men climbs aboard the 1624 at Port Hawkesbury in Nova Scotia.

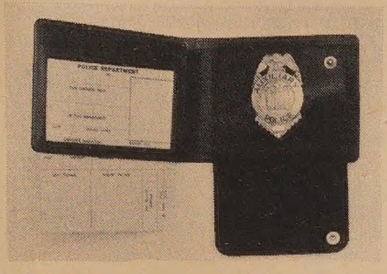
No. 901 on the Newfoundland Railway.

men's mart

Products shown may be obtained directly from indicated sources. Send check or m.o. Mfr. will refund purchase price on prompt return of unused, non-personalized lines. This department not composed of paid advertising.



EW TV ATTACHMENT for those wno are hard f hearing. If nerve deafness has put you into ne dimension of TV entertainment — that of ight only — try this handy attachment. Easy o use; easy to attach; no serviceman needed. 1.00 ppd. Acousticon Hearing Center, Dept. -AMG-3, 23 W. 47th St., New York, N.Y. 10036.



POLICE WALLET. Top grain cowhide billfold. Badge holder with protective suede-lined flap, can be snapped closed. I.D. section contains special police department identification card with spaces for vital statistics. No. 447 $3.95 ppd. Big Three Enter. Inc. 1109 Sixth Ave, New York, N.Y. 10036

PELLET FIRING full-size model of a "45" caliber automatic contains 15 moving parts. Assemble in a jiffy, then fire pellets as fast as you pull the trigger. Ideal for target practice. Comes with full supply of pellets and target. $1.98 plus 27¢ shipping. Honor House, Dept. AMG, Lynbrook, N.Y.

CONTROL OTHERS WITH YOUR MIND!

Master ANYONE with the POWER that is hidden in your MIND! Your PSYCHIC THOUGHTS can influence the mind and actions of others.... can persuade them to DO and THINK as you wish! Complete Course on Psychic Dominance shows you in easy-to-understand language how to WIN PHYSICAL and MENTAL MASTERY over others through Dynamic Telepathy and Thought Control. Make others obey you and the world is wide open to you! Send for complete Course NOW - rushed to you by return mail in plain package. For ADULTS only. You must be thrilled - or money back. Send only $3.00 to

LOWILCO

6 E. Monroe St., Room 800, Chicago, Ill. 60603

Today let these AMAZING SHOES ADD INCHES TO YOUR HEIGHT!

Nothing like a pair of "ELEVATORS" to help you get up in the world! In seconds, these miraculous height-increasing shoes make you almost 2 inches taller! And no one will suspect that you're wearing them because "ELEVATORS" look just as smart and feel just as comfortable as any other fine shoes.

Write for FREE CATALOG today.

ELEVATORS®

HEIGHT-INCREASING SHOES

Brockton Footwear, Inc.
Dept. 5004G, Brockton 68, Mass.
Please send free catalog
Name _____
Street _____
City _____ State _____

CLIP AND MAIL COUPON NOW

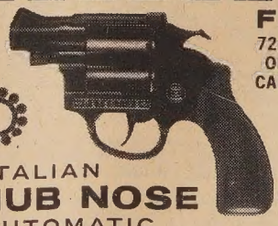
YOUR IDEA FOR A T.V. PROGRAM MAY BE WORTH $1,000 — $5,000 OR MORE!

says Leslie Goodwins, leading Hollywood Director of 77 SUNSET STRIP, 4 STAR THEATRE, MAVERICK,ETC.

NO SPECIAL TALENT NEEDED all subjects considered. Send brief ideas or complete stories — written or typed.

ACT NOW — Let my company examine your ideas or completed stories today. No cost — no obligation.

Leslie Goodwins Productions
7551 MELROSE AVENUE • STUDIO 3607
HOLLYWOOD 46, CALIFORNIA



FREE
72 ROUNDS OF BLANK CARTRIDGES

ITALIAN
SNUB NOSE AUTOMATIC
$4.98

Postpaid. Send cash, check or M.O. No COD's please.

Identical duplicate in styling of automatic detective revolver. Fires 12—4.5 cal. blank cartridges in 10 seconds. Not a CO_2 or Pellet gun.

FREE—72 rounds of blank cartridges included. Perfect for sports, stage, etc. Illustrated gift carton.

Request FREE Catalog.

FEDERAL 6652 N. Western/Chicago, Ill. 60645 Dept. GVE

"NOT FROM EUROPE"

Or the stuff you receive from the mass production groups, I make my own photos in my own work shop. I have to please to stay in business. Let me show you mine. $1.00 brings my sample and private address.

CARL DENNIS — Dept. 3607
1800 N. Highland, Los Angeles, Calif. 90028

OPPORTUNITIES FOR YOU

For ad rates, write PCD
1085 Walnut
Des Plaines, Illinois

SALESMEN WANTED *(MB-April-May '66)*

EARN BIG COMMISSIONS Full or Part Time. Show America's largest line Low Priced Business Printing and Advertising Specialties Plus big catalog Union Label Political Advertising items. Calendars in season. Big Free Sales Kit samples hundreds items used daily by businessmen and political candidates. Merchandise bonuses for you. Free gifts for customers. Build profitable repeat business. Start now. National Press, Dept. 157, North Chicago, Ill.

SELL ADVERTISING BOOK Matches. Write us today; we put you in business By Return Mail, handling complete line Ad Book Matches in demand by every business right in your town! No investment; everything furnished Free! Top commissions daily: Superior Match, Dept. Z-466, 7530 S. Greenwood, Chicago 19, Ill.

EARN BIG WEEKLY Commissions soliciting delinquent accounts. No collecting or investment required. Metropolitan, 1129 West 41st, Kansas City, Mo.

LOANS BY MAIL

BORROW $1,233 AIRMAIL! Repay $54 for twenty-nine months. State licensed. Postal Finance, Dept. 62-E, Kansas City, Kansas 66117.

GET $800 CASH now—pay back $37.66 per month—includes all charges—Send name, address, age to Murdock, Dept. 374, Box 659, Poplar Bluff, Mo.

PERSONAL

FREE DETAILS SOLUTION to all financial problems. Amazing results. Loans available. Write Financial Consultants, 28 E. Jackson, Suite 1204-MB, Chicago 4.

ALL BRAND NAME latex products. Write for free confidential wholesale price list. Distributor Sales, Dept. 3565, 3000 Truman, Kansas City, Mo. 64127.

EMPLOYMENT INFORMATION

FOREIGN EMPLOYMENT: SOUTH America, Africa, Europe, Australia, USA. Earnings to $2,000.00 monthly. Construction, all trades, professions, occupations. Many companies pay fare, housing, benefits, bonuses. Write: Universal Dept. A-13, Woodbridge, Connecticut 06525.

MUSIC & MUSICAL INSTRUMENTS

SONGPOEMS WANTED FOR musical setting. Free examination. Get "the Nashville Sound" in your songs and records. Send Poems: Music City Songcrafters, 6145-AE, Acklen Station, Nashville, Tennessee 37212.

HYPNOTISM

HYPNOTISM REVEALED! FREE Illustrated Details. Powers, 8721 Sunset, Hollywood, California 90069.

EDUCATIONAL OPPORTUNITIES

DETECTIVE COURSE. FREE information. Universal Detectives, Box 8180A, Universal City, California.

YOU CAN BE A SONGWRITER

NO SPECIAL TALENT NEEDED!

. . . says Buddy Bregman, outstanding composer and arranger who has worked with such famous stars as: **ELLA FITZGERALD, VIC DAMONE.**

Just send us one or more poems or rhymes! We do the rest. Send poems and rhymes for free examination to:

BUDDY BREGMAN MUSIC PRODUCTIONS
7551 MELROSE AVENUE, DEPT. 3607
HOLLYWOOD, CALIFORNIA 90046

MAN & WIFE TEAM

If you have a camera, you can earn the kind of money you have always dreamed of. Complete Literature $1.00.

ARTEK, Dept. 3607
862 NO. FAIRFAX, • HOLLYWOOD 28, CALIF.

1965 FORD or DODGE Only $899

1964 CARS Only $599

- 4-DOOR
- 6-CYLINDERS
- AUTOMATIC TRANSMIS.
- GOOD TIRES
- HEATER

AMAZING SAVINGS! Own a 1965 FORD or DODGE for only $899 (Only $599 for 1964 cars.) All are 4-door, 6-cylinder, automatic trans.; with good tires, spare, heater. Ex-taxicabs. All signs, markings removed. Present appearance no different than regular passenger cars. Ideal for business or pleasure. Many satisfied buyers since 1959.

FREE PHOTO CATALOG!

Send name & address for catalog, details. Supply limited. Inquire now.
Phone, Write, Wire or visit

UNIVERSAL AUTO WHOLESALERS, Inc.
235-73 Penhorn Ave., Secaucus, N.J. 07094
(Only 10 minutes from N.Y.C., off U.S. 1 & 9)
Est. 1959 Larry Shandel, Pres.
PHONE: (Code 201) 866-7500 • N.Y.C.: (212) 244-1580

The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Do not omit St., Ave., etc., in your address. Use abbreviation such as *tts* (timetables); *emp. tts.* (employees timetables), and *SSE* (send 5¢ stamped env. for list or details).

Write each item plainly or pen-print or typewriter it on a postcard or separate slip of paper—not buried in a letter dealing with other matters. If you want pen pals, state your special interests.

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our May department is already closed. Entries for our June issue should reach us before March 4th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York N.Y. 10017.

V. B. ADAM, 524 E. Hickory St., Watseka, Ill. 60970, sells telegraph instruments, 8x10 print of "At The Old Station" cartoon. (SSE).

HENRY ADAMCIK, 1129 Broad St., Collingdale, Pa., buys Off. Equip. Register.

C. T. ANDREWS, 4231 SW 38 St., W. Hollywood, Fla. 33023, sells 4x5, p.c. size pix LV, RDG, CNJ, DL&W, D&H, L&NE, Pa. shortlines.

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md. 21217, wants pix PE 635, 643, 647, 150, 5054, 5060, 5067, 5081, 5098, 5106, 5147, 5148, 5161, 5171, 00183, 006.

JIM BUCKLEY, 5834 W. 28 St., Cicero, Ill. 60650, buys, trades for 35mm slides RDC's esp. C&O, MKT, M&SL. Will sell Railroad Magazines, Trains.

JIM BUSCHE, 1448 Indiana Ave., Connersville, Ind. 47331, trades B&O Tol.-Ind. emp. tt. 79 and St. Louis tt. for any 2 emp. tts.

LEO CALOIA, 907 Adelante Ave., Los Angeles, Calif. 90042, trades, sells western steam, diesel, trolley negs., diesel, trolley orig. slides.

GEO. CAPDEVIELLE, 6140 Hillmont Dr., Oakland, Calif. 94605, wants size 616 diesel negs. Buf. Crk., Bush Term.

R. E. CARPENTER, 5440 High Point Rd. N. E., Atlanta, Ga. 30305, buys Car Bldrs. Cyclopedias.

CARRICK, Otranto Pl., Dunleary, Ireland, buys, trades for picture postcards of rr. subjects.

ED CLARK, 803 E. Jackson St., Mexico, Mo. 65265, wants pix Chi. & Alton steam, mtr. cars, info. on Francis terminal.

AL COLEMAN, Box 123, Bethpage, N. Y., wants pix, slides DL&W discontinued trs. esp. Phoebe and Lackawanna Ltd.

L. P. CUMMINGS, Jr., 129 Nevin St., Lancaster, Pa. 17603, sells books good cond., trolley negs. List 10¢ (SSE).

KEN DAGGETT, 169 W. Hill Rd., Gardiner, Maine 04345, sells p.c. size pix MFC frt. wreck at Oakland, MEC, BAR station pix. List 5¢.

BRUCE DAVISON, Box 472, Henniker, N. H., wants info. on Suncook Valley rr.

WALLY DAY, RFD 3, Plattsburgh, N. Y. 12901, wants back issues Trains, D&R emp. tts., tts., etc.

BOB DEAN, 3816 W. 157 St., Cleveland, O. wants LS&MS maps, literature, etc.

FRANK DeLARM, 359 Glen Oak Rd., Venice, Fla. 33595, sells New England stocks, bonds. List, 1 bond 25¢.

CHUCK DOUBROUGH, 96 Barons Ave. S., Hamilton, Ont., Canada, buys, trades GT railroadiana.

PAUL DUNN, 912 Arch St., Zanesville, O. 43701, buys 616, 620 negs. diesels, cabooses.

G. H. FESSLER, The Matheny School, Peapack, N. J. 07977, wants PATH, NYCTA railroadiana, eastern passenger tarriffs.

OTIS FLINCHPAUGH, Jr., 3436 Cheviot Ave., Cincinnati, O. 45211, buys NYC steam pix.

LES FREMMING, 1650 N. Pacific, Kelso, Wash. 98626, buys, trades rr. kerosene hand lanterns.

SANDERS FRYE, 145 W. Home St., Westerville, Ohio 43081, buys, sells, trades oil burning switchmen's hand lanterns.

ED GARDNER, 22 Garden Ave., Mountaintop, Pa. 18707, trades, buys tts., of rrs., trolleys.

TI GENG, 28 Division St., New Brunswick, N. J. 08901, trades 5 monthly CNJ, PRR passes '87-'89 for 1/4" scale plans NYC S-1 2-8-2.

TED GLEICHMANN, Jr., 83 Edgewood Dr., Florham Pk., N. J. 07932, will buy Berg's "Buildings and Structures of American RRS."

BOB GREENAWALT, 3643 Rosemead Blvd., Rosemead, Calif. 91770, wants defunct rr. stock certs., esp. wstn.

W. A. GRIMM, 204 Gregory Ave., W. Orange, N. J., will sell CN steam loco headlight, NYO&W 12" brass bell.

WALT HARRIS, 1668 Brandon Ave. S. W., Roanoke, Va. 24015, sells back issues Railroad Magazine, Trains, rr. bks., U. S., British mags. List 10¢.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, sells, trades on approval orig. 35mm Kodachrome slides of diesels, cabooses of his area. No list.

JIM HICKEY, 3306 Greenlawn, Austin, Tex. 78757, trades T&NO loco, tender dwgs. for MP, MKT, other T&NO.

RICH HUTCHINGS, 20435 Steel Ave., Detroit, Mich. 48235, sells GTW, CN steam, diesel b&w, color pix size 4x5 to 24x28. (SSE).

N. INGBER, 42 Warren St., Brentwood, N. Y. 11717, sells Railroad Magazine. List (SSE).

BRIN JACK, 2650 Cardinal Lane, San Jose, Calif. 95125, sells back issues Intl. Ry. Journal, tts., tr. orders, foreign rr. maps.

GARY JACOBS, 7404 Pine Ave., Niagara Falls, N. Y. 14304, buys, sells, trades railroadiana. List 10¢.

BILL JORDAN, 504 E. Ave. B., Newberry, Mich. 59868, wants steam pix, emp. tts., tts., bulls. of DSS&A, DL&W, CNJ.

HERB JORDAN, Box 360, Middletown, Ind. 47356, wants info. as to value of '22 Loco Cyclopedia.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N. Y. 10461, sells back issues Railroad Magazine, Trains, R&LHS Bulls., Mdl. RRer, RMC. Buys collections in good cond.

KEN KERR, trainman, 4316 Fisher St., Kansas City, Kan., wants rr. keys esp. sw. keys.

G. KIDDER, Acton, Mass. 01720, will sell steam loco headlight, rr. stereoscopic view cards, Chase's "Maine Railroads."

JOHN KRAVE, 1511 1 St., Detroit, Mich. 48226, wants Trains red bound vol. 16.

A2C JOHN LARUE, Jr., AF 13817641, Box 249, 810th Radaron, Winston-Salem AFS, N. C. 27107, buys pix, info. on Pitts., Shawmut and Nthn., H&BTM.

FRANK LUPPINO, 1445 Sunset Ridge Rd., Glenview, Ill. 60025, want oil marker lts., oil lanterns, oil sw. lights.

PAUL McDONALD, 3612 Clearview Dr., Cedar Falls, Ia. 50613, wants UP diesel negs. esp. old pass. units, 4500 hp turbines.

BOB McVAY, Box 625, King City, Calif. 93930, trades PE mags. from '30's, '40's for those of '45-'65. Buys PE railroading. List (SSE).

GEO. MELVIN, 4 Gardiner St., Richmond, Maine, buys, sells, trades diesel negs. esp. northwest, midwest, Mexico.

K. W. MOORE, 111 Galahad, Borger, Tex. 79007, sells, trades tt., emp. tts., back issues rr. mags. Wants rule bks. List (SSE).

SSGT. CARL MUNCK, Box 99, CMR-1, APO, Seattle, Wash. 98737, sells steam, diesel pix, size 116 to 8x10 of Alaska RR, D&H, PRR, etc. List 25¢.

BILL MYERS, 1511 N. 2 St., Harrisburg, Pa. 17102, buys, trades for Harrisburg Rys., Conestoga Traction Co. color slides.

CORDELL NEWBY, Rt. 1, Leavenworth, Wash. 98826, sells size 616, p.c. pix GN steam, diesel. Wants GN steam, diesel pix, negs. (SSE).

RUSS PORTER, 1701 S. 91 St., W. Allis, Wis. 53214, will sell 25 A10HW rr. car batteries, good cond.

VIC RAWSTRON, 5628 Baldwin Ave., Temple City, Calif. 91780, trades oil burning lanterns, locks, keys.

WALT REDMAN, 17667 Pierson Ave., Detroit, Mich. 48219, sells Off. Guides '38 to date, good cond., Railroad Magazine, p.c. size loco pix.

JOHN ROBERTSON, 808 E. Monroe, Mexico, Missouri, buys steam era pix, negs., plans, railroadiana of WAB, Chi. & Alton.

DON RODI, 79-20 149 St., Flushing, N. Y. 11367, wants anything on Wash. & Old Dominion.

DAVE SACKS, 1040 N. Orange, Orange, Calif., will sell Morgan's "Steam's Finest Hour," "Canadian Steam," Middleton's "Interurban Era."

K. SCHEUING, 3538 N. Troy St., Chicago, Ill. 60618, sells pix Chi. el cars. Sample 20¢. No list.

DENNIS SCHMIDT, 817½ Wilt St., Ft. Wayne, Ind., sells 3½x5 steam, diesel, elec. Each list 5¢.

PAUL SCHUETT, 420 N. 8th, Blythe, Calif. 92225, sells recent Calif. emp. tts.

JOE SCHUSSMANN, Highland Ave., Stanhope, N. J. 07874, buys, trades for any items on EL N.Y. & Greenwood Lake Divn., Caldwell RR, Watchuna Ry., M&E, Rockaway Valley RR, Morris County Traction.

JIM SEACREST, 2750 Woodscrest, Lincoln, Neb. 68502, wants pix, negs. Wichita Valley, negs. of open platform observation, business cars esp. CB&Q.

RICK SEFERIAN, 304 W. 91 St., New York, N. Y. 10024, buys rapid transit maps, models, pix, tts., slides, etc.

A. K. SHADE, 9831 Aldridge Dr., Columbia Sta., O. 44028, sells 35mm slides, p.c. size pix of bldrs. pix from Alco, Brooks catalogs. List, sample 50¢.

AL SHERRY, 5445 Netherland Ave., Riverdale, N. Y. 10471, buys steam, elec. negs. NYNH&H, NYC, PRR, D&H, N&W esp. NYC Hudson Divn. Wants orig. steam tape recordings.

ANGELES SOLER, S. Agustin 66, Entres, Igualada, Spain, wants steam pix, postcards.

TED THOMPSON, Jr., 2006 Baline St., Williamsport, Pa. 17705, sells emp. tts., rule bks., tr. orders, tr. order blanks, tts., etc. (SSE).

DICK WALLIN, Box 1784, Springfield, Ill., sells 616 steam negs., 8x10 pix all rrs., orig. 35mm Kodachrome slides SLPS trolleys.

BILL WHITE, 7225 Maple Ave., Overland Pk., Kan. 66204, buys CRI&P, SLSF steam pix. info. esp. CRI&P 5000, 5100 4-8-4's, SLSF 4500 4-8-4's.

BILL WOELFER, 149 S. Eastland Dr., Lancaster, Pa., buys orig. slides pre '60 major rr. steam, elc.

F. H. WORSFOLD, Box 1332, San Francisco, Calif. 94101, sells SP diesel negs. List, sample 15¢.

F. L. YEO, 1485 N. 2nd Ave., Upland, Calif. 91786, will sell 63 issues RR Mans Mag. '07-'29, good cond.

STEVE ZABEL, 943 Teller Ave., New York, N. Y. 10451, wants pix NYCTA equip. relics from old cars. Sells pix. List (SSE).

MARTIN ZAK, 2 Hedgerow Dr., Morrisville, Pa. 19067, buys orig. color slides, negs. CNJ Baldwins 70-79, F3's 50-59.

LEWIS F. BAKER, 469 Selma Road, Springfield, Ohio 44501, wants rr lantern globe: Adams & Westlake, white. 3¼ inches high, 14 inches around.

C. W. COMER, 3718 East 4th St., Dayton, Ohio 45403, buys, sells or trades rr switchmans lanterns, extra globes, locks & keys, must be marked with the rr initials.

RAY DESCHENES, 903 Mohawk Rd. E. Ste. 305, Hamilton, Ont., Canada, sells 3½ x 5 to 11 x 14 steam pix: CN, CP, list 20¢. Buys, sells CN, CP, TH&B steam negs.

FRANK DIFALCO, room 1036, 5 West 63rd St., New York, N.Y. 10023, wants negs, diesel: Mexican, LNE, Rutland, NYO&W, St. Louis area and any other. Buys, sells, trades diesel negs.

Sp/4 LARRY EASTWOOD, Hq 2d Recon Sqdn, 3d Armd Cav, APO New York 09227, wants negs Budd kDCs, all roads, also negs LI coaches 8514-8516, C&O RPOs 92-95, MEC coaches 180-189.

ROBERT F. HARDING, 40 Beach St., Marblehead, Mass. 01945, will swap prints of old-time NYO&W Baldwin for a rr pocket calendar (older the better); and will buy or swap pix of O&W No. 160.

BRUCE HEARD, 1005 N. Vagedes Ave., Fresno, Calif. 93721, wants El Paso & Southwestern public and emp tts.

RICH HITCHINGS, 20435 Steel Ave., Detroit, Mich. 43235, sells a large selection of GTW steam and diesel pix 4x5 to 24x28.

BOB JONES, 131 Kendall Way, Covina, Calif. 91722, will buy or trade rr hand lanterns, has UP hat emblems and buttons and brake clubs to trade.

BILL MYERS, 1511 North 2nd St., Harrisburg, Pa. 17102, will buy or trade any color slides of Brooklyn and Queens Transit, N.Y. & Q. Cty. Ry.

H. PHILLIPS, 13509 Blenheim Rd., Cleveland, Ohio 44110, will sell or trade 1932 to 1965 (178 issues) Railroad Magazine, 1000 b&w and color street car pix, 500 b&w steam pix: for old coins or H.O. equipment, kits and track.

H. N. PROCTOR, Box 334, Salt Lake City, Utah 84110, sells 616 diesel negs 25¢ each: D&RGW, UP, NP, GN, SP and others, has few German Federal locos, Munich trams. No list. Sample 25¢.

BOB RITCHINGS, 19 Elmwood Ave., Rye, N. Y. 10580 wants to know what F Y & P stands for. It is on an A. C. Gilbert model loco. "The Franklin" circa 1870s.

DICK ROSE, 238 Westwood Road, Manhattan, Kansas 66502, sells original drawings of AT&SF railside structures: stations, eng. house etc. (SSE). All are on original linen cloth, dated.

AL SHARP, 100 Shennecossett Pkwy, Groton Conn. 06340 wants B&W and color pix: CPR and CNR steam trains in Rockies, tourist guides, tts sells Railroad Magazine 1930-1964, Official Guides and other railroadiana. (SSE), state wants.

MICHAEL R. SPEIDEN, 13001 Narada St., Rockville, Md. 20853, buys trolley passes and transfers of any city (especially Washington, D.C. prior to 1950).

CRAIG SANDERS, 2517 30th Ave. Ct., Moline Ill. 61265, wants records "Remember When?" and "Whistling Thru Dixie."

AL STARK, 30767 Brentwood, Southfield, Mich 48075, will buy or trade emp tts; sells pub tts No list, state needs.

G. WALDRON, 12764 Devlin St., Pierrefonds, Que Canada wants pix (any size) and scale drawings of CNR Class J-7 Pacifics 5250-5304.

MAKE $100.00 A WEEK IN YOUR SPARE TIME WEARING SHOES *WE GIVE YOU!*

Earn good money showing friends extra-comfortable, extra-value Mason Shoes you receive as extra rewards!

Think how nice it would be to get shoes for yourself—without cost—and make yourself an easy $5.00 to $10.00 an hour in your spare time. You can do it just by showing comfortable, latest style Mason Shoes to your friends, neighbors and relatives, and other people you know. And you don't need experience either. Many successful Mason Shoe Counselors never sold anything before they started with Mason. The starting Outfit we send you free tells you what to do, answers your questions, and makes it so easy to start taking orders for shoes, you'll wish you had tried it long ago. In no time at all, you'll see this pleasant, friendly spare time work bring you $50.00, $100.00 and more . . . and you can get your own shoes without cost while your earnings grow! Mail the coupon today so you can select your Mason shoes.

Greater Selection Than a Retail Store!

You'll offer 275 different styles for men and women for dress, work, and sports . . . featuring exclusive Velvet-eez Air-Cushion Innersoles. Shoes so good-looking and comfortable and such outstanding values they almost sell themselves. You'll have the newest fashion styles to delight every woman, the hottest-selling dress shoes for men, 55 kinds of work shoes, including the Jubilee Shoe with soles guaranteed to outwear uppers or new shoes *free!* When it comes to fit, you draw on our stock of 300,000 pairs, sizes 2½ to 16, widths AAA to EEEE. And every satisfied Mason customer means automatic repeat and referral business because nationally advertised Mason shoes are NOT sold in stores. The people who want Mason shoes must buy from YOU!

FREE STARTING OUTFIT!

We send you everything you need to start a successful spare time business. No investment, no inventory, no overhead—you keep 100% of your profits. Mail coupon today and we'll rush you a FREE Outfit showing the full Mason line in color, plus dramatic 10-second Air Cushion demonstrator, "How-to-Make-Money Booklet," foolproof measuring equipment, plus *everything* else you need to start making big money right away. No obligation. Mail the coupon today . . . NOW!

MASON

SHOE MFG. COMPANY

Dept. G-57 Chippewa Falls, Wis.

"Leaders in our Industry since 1904"

RUSH COUPON for Free Outfit

Mr. Victor Mason, Dept. G-57
Mason Shoe Manufacturing Co. • Chippewa Falls, Wisc.

I am interested in making extra money in my spare time and getting my shoes without cost as extra rewards. Rush me—FREE and without obligation—your Starting Outfit with everything I need to start making big money from the very first day.

Name (PRINT)_____

Address_____

City_____ State_____ Zip Code_____ (If known)

NOW...RE-LIVE the Thrill-Packed Days of the Old West!

BLAZING SIXGUNS!

RAMPAGING INDIANS!

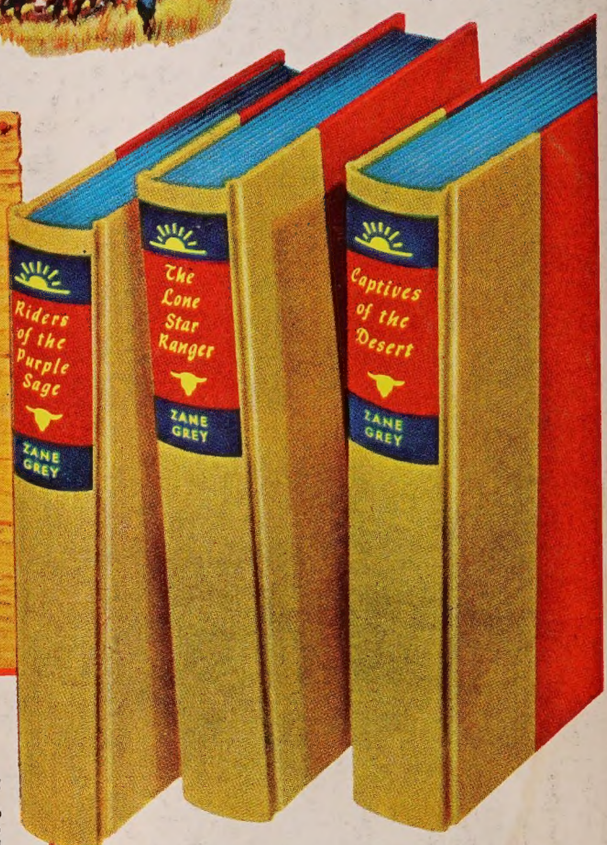
UNTAMED STALLIONS!

COURAGEOUS PIONEERS!

FIERCE DESPERADOES!

TAKE ALL 3 OF THESE GREAT ZANE GREY WESTERNS

Yours FOR ONLY $1.00 [AN $8.67 VALUE]



Now Ready! YOUR FIRST 3 VOLUMES

RIDERS OF THE PURPLE SAGE. The raw beauty and vast silence of the Plains—the whole colorful epoch of the pioneer! Against this backdrop a mysterious rider and the girl he loves *gamble their lives in the winning of the West!*

As you read this great adventure, you'll see why it's the most popular Western ever written! Read by over 2 MILLION. Made into 4 thrilling motion pictures!

THE LONE STAR RANGER. "The Rangers mean law and order for Texas," Buck Duane's uncle tells him. "Kill a man and you're ruined. If you resist arrest, they'll shoot you. If you submit, you'll mebbe *hang!*"

But Buck *has* to kill Cal Bain. So he rides away toward the Rio Grande—to find refuge in that wild borderland country that is still untamed.

CAPTIVES OF THE DESERT. "Man, you're crazy . . . ridin' after them thievin' varmints *without a gun*," High-Lo told John Curry. His words died on his lips. Standing before them were the very two gunslingers Curry had sworn to run out of the territory! "Ride one step closer," they warned, "and you'll be feelin' some *hot lead!*"

ZANE GREY is the world's most beloved Western Writer. He actually *lived* the rugged life made famous in his thrilling books.

THESE DE LUXE VOLUMES Are Bound in Glowing Shades of Red, Tan, Blue . . . and Stamped in Genuine Gold!

READER'S RESERVATION CERTIFICATE

WALTER J. BLACK, Inc. NA
Roslyn, L. I., New York 11576

Send me *at once* the three Zane Grey books described above: RIDERS OF THE PURPLE SAGE, THE LONE STAR RANGER and CAPTIVES OF THE DESERT. I enclose NO MONEY IN ADVANCE; within a week after receiving my books, I will either return them and owe nothing, or keep them for the special introductory price of ONLY $1.00 (plus a few cents mailing charges) for ALL THREE fine volumes.

Also reserve in my name additional beautifully-bound volumes in the Zane Grey Series. I will be entitled to receive them as they come from the press, on approval, for only $2.89 each (plus a few cents mailing charges). I am to receive advance descriptions of all future volumes. I need never send money in advance; if not completely satisfied, I may return any book within one week of receipt. I may cancel my reservation at any time. *(Books shipped in U.S.A. only.)*

Name.....
(PLEASE PRINT PLAINLY)

Address..... 24A

City & State..... ZIP CODE ZONE NO.

Take These 3 Volumes as Your Introduction to The Collected Works of ZANE GREY — Handsome, Rugged Volumes You Can Own At Amazingly Low Cost!

IMAGINE YOURSELF in the days of the Old West! You stand gun-hand ready against the toughest badmen . . . you bronc-bust wild mustangs . . . you forge your own range with iron fists and Colt .45s . . . you beat off rustlers, renegades and rampaging Indians!

Now, *re-live* those glorious days — through the Western thrillers of ZANE GREY!

On this special offer, take the three ZANE GREYS described above. We'll also tell you how you can get *more* great ZANE GREY thrillers—in handsome, hard-bound, matching volumes—at an amazingly low cost. Just look at *some* of these other ZANE GREY thrillers:

THE THUNDERING HERD. The glorious days of the fearless Texas hide-hunters.

WILDFIRE. A wild stallion, a fiery girl — and a man who tamed them both!

ARIZONA AMES. His blazing six-shooter spread terror among the toughest badmen!

SHADOW ON THE TRAIL. Quick-shooting Wade Holden fights with rawhide-tough rustlers.

ROGUE RIVER FEUD. Violence and death on Rogue River, where men stopped at nothing!

DESERT GOLD. Spine-tingling adventures of men and women crazed by the lure of riches.

WEST OF THE PECOS. This hard-riding, straight-shooting young man turns out to be a *girl!*

THE MAVERICK QUEEN. Where men make their own laws with flaming guns, there's blazing action over a woman the vigilantes want to *lynch!*

CALL OF THE CANYON. Smashing drama of death and danger!

30,000 ON THE HOOF. Pioneer Huett battles screaming Indians and lawless rustlers.

Other great volumes include: Wild Horse Mesa; The Vanishing American; Fighting Caravans; The Hash Knife Outfit; The Mysterious Rider; Twin Sombreros; The Heritage of The Desert; Western Union; Under The Tonto Rim; Robbers' Roost; Shepherd of Guadaloupe; Thunder Mountain; To The Last Man; The Man of The Forest; and many more famous ZANE GREY Western thrillers. All complete — not a word cut!

SEND NO MONEY

Just mail RESERVATION CERTIFICATE to examine your first THREE volumes, shown and described above. With them will come an introductory invoice for only $1.00 (plus a few cents mailing charges) as payment IN FULL for ALL THREE books, and instructions on how to get your other beautiful volumes, at the low price of $2.89 each. If not fully satisfied you may return all three introductory books, or any later volume in the series: you may cancel your reservation at any time.

You have nothing to lose — and a lifetime of thrilling Westerns to enjoy! So send your risk-free Reservation Certificate NOW to: **WALTER J. BLACK, Inc., Roslyn, L. I., New York 11576**